

**SIX**

**FREE WHEELING**

Change from top to second at 40  
... 50 miles per hour, without  
touching the clutch!

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(Incorporated in Hong Kong.)

**The China Mail**

ESTABLISHED  
1846

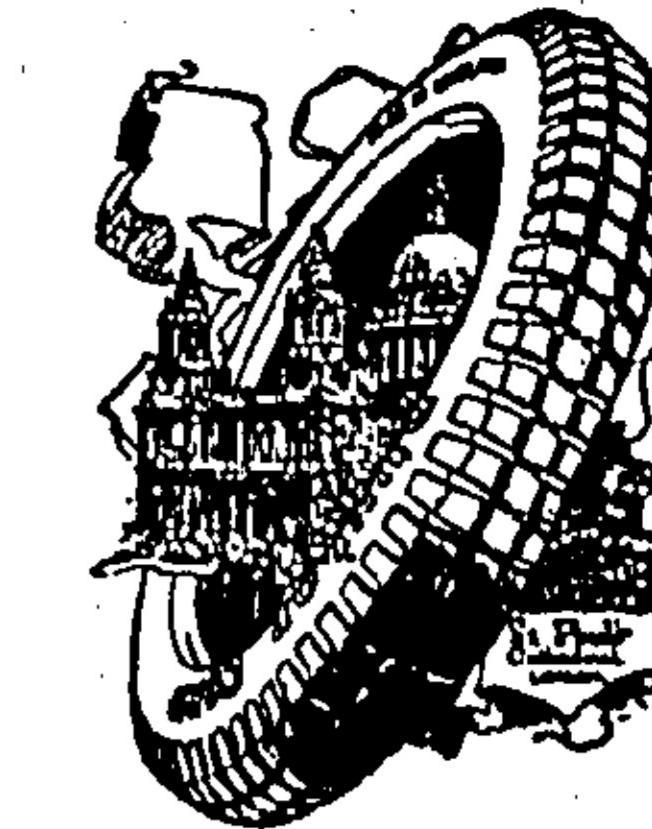
TO-DAY'S DOLLAR.—The  
closing rate of the dollar on  
demand, to-day was 11½d.

No. 27,814

HONG KONG, THURSDAY, JUNE 4, 1931.

PRICE \$3.00 Per Month.

Local Branch, Pedder Bldg. Tel. 24554.



**LADY THROWN OUT OF RIKISHA.**

Vehicle Collides With P.W.D. Lorry.  
NO SERIOUS INJURY.

A regrettable accident occurred at the Star Ferry shortly after 1 a.m. to-day, involving a European lady.

It appears that Mrs. Smalley engaged a rikisha at the Star Ferry Wharf and was proceeding toward Kowloon. Two P.W.D. motor lorries were drawn up between the end of the rikisha shelter and the gateway of the Kowloon Godowns, with the result that very little space was left for the rikisha to pass. The vehicle in which Mrs. Smalley was travelling collided with the side of one of the lorries, and turned over, throwing the occupant to the ground.

Enquiries at the Kowloon Hospital this morning reveal that Mrs. Smalley is little the worse for her mishap.

**HOSPITAL NURSE IN ACCIDENT.**

Coolie Knocked Down by Her Car.

VICTIM INJURED.

Miss C. Ferguson, a nurse at the Matilda Hospital, was involved in a motoring accident in the Peak district yesterday afternoon.

It appears that Miss Ferguson was driving a motor car along Stubbs Road, and when nearing the entrance to the corner of Mount Gough Police Station, a Chinese coolie, who was carrying two baskets, suddenly ran across the road and was knocked down.

The victim, Chiu Sing-fu (38), of 110, Main Street, received slight injuries to his left leg, and was removed to the Government Civil Hospital for treatment. His condition is not serious.

**WORLD CONFERENCE ON SILVER.**

Attractive Scheme of U.S.A. Senator.

"DEFINITE PLANS."

Salt Lake City, Yesterday.

An "unofficial" and informal World Silver Conference, under the auspices of the International Chamber of Commerce, to be held preferably in London, is suggested by Senator Smoot as the alternative to an International Conference.

The purpose of such conference will be "to draft definite plans, of which Governments will take cognisance for official action."

According to authoritative circles, while China and Japan favoured the international conference, Britain was opposed to it, owing to the situation in India and France and because she lacked direct interest. — Reuter's American Service.

**TIN OUTPUT.**

REDUCTION TO BE MADE BY FOUR COUNTRIES.

MALAYA A SIGNATORY.

Rugby, Yesterday. The Chairman of the International Tin Committee makes the following announcement. At its meeting at The Hague on May 16, the International Tin Committee decided to recommend that four participating Governments should reduce their output of tin by 20,000 tons from the earliest date from which it was administratively possible.

The four Governments have now accepted that recommendation and agreed to reduction with effect from June 1. The quotas of the four countries as from June 1 will accordingly be as follows: Bolivia 23,318 long tons per annum; Malaya 40,356; Netherlands East Indies 26,129; and Nigeria 6,513 tons. — British Wireless Service.

**INTERNATIONAL AIR LINE SCHEME.**

Considered by Imperial Defence Committee.

**STATEMENT IN COMMONS.**

Rugby, Yesterday.

At question time in the House of Commons to-day the Foreign Secretary, Mr. Arthur Henderson, stated that during his recent visit to Geneva he was able informally to refer to the Naval negotiations in conversations with his French and Italian colleagues, but he was not in a position at present to make a further statement.

Regarding the suggestion that the World Disarmament Conference might consider a measure to internationalise air transport, Mr. Henderson said that the Sub-Committee of the Imperial Defence Committee was engaged on the consideration of the problems connected with that and added that the Government was in touch on all such matters with the Dominions, who would be represented by the Conference. — British Wireless Service.

**ROUMANIAN OIL FIRE.**

Reservoirs Struck by Lightning.

**MANY DEATHS FEARED.**

Bucharest, Yesterday.

A considerable number of fatalities are feared, and enormous damage was done, as the result of a terrible oil fire at Moinesti, near Bacau, where several reservoirs and a refinery were struck by lightning, and exploded.

The entire neighbourhood was transformed into a sea of flames within a few seconds. The inhabitants fled, panic-stricken. The town is threatened with destruction.

Firemen and troops have been rushed to the spot from neighbouring towns, and are now fighting the flames. — Reuter.

**R.M.S. CO'S AFFAIRS**

FAILURE TO MEET LIABILITY IN CASH.

GOVERNMENT'S ATTITUDE.

Rugby, Yesterday.

Asked as to the position of the Government of Great Britain in relation to the failure of the Royal Mail Steam Packet Company to meet in cash its liability for the purchase of the Commonwealth Shipping Line, Mr. Pethick Lawrence, Financial Secretary to the Treasury, replied that neither the British Government nor the Royal Mail Steam Packet Company had any liability in connection with the purchase of the Shipping Line from the Australian Government, which was carried out by the White Star Line in accordance with the agreement dated April 25, 1928. He was informed that up to the present the date of all instalments of the purchase price, together with the interest in terms of this agreement, had been duly met. — British Wireless Service.

**STABBED IN BACK.**

QUARREL SAID TO BE DUE TO A DEBT.

Rugby, Yesterday.

In the course of a quarrel, which originated from a debt, Chung Sun, aged 22 years, is stated to have received a knife wound in the back, and was removed to Kowloon Hospital. The incident occurred in Shanghai Street, Yaumati.

Another report from Wanchai states that Wong Hui (18), described as a stall boy at the Wanchai Market, was taken to the Government Civil Hospital suffering from an incised wound in the left arm, stated to have been inflicted with a chopper, during an argument over some work with another Chinese. The alleged assailant has disappeared.

**MORE RAIN.**

The Royal Observatory's weather report states:

The typhoon has filled up about 300 miles S.W. of Hong Kong.

A depression is shown over Indo-China.

Local forecast: N.E. winds, strong, moderating; generally overcast; some rain.

The American Consulate-General has received the following cablegram from the Manila Observatory:

Manila to-day 8:45 a.m.—Depression in Northern part of China Sea.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day nil. Total since January 1—23.12 inches against an average of 25.85 inches—deficit 0.23 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong ..... 77

Macao ..... 78

Pratas Island ..... 77

Foochow ..... 70

Manila ..... 77

Chefoo ..... 62

Shanghai ..... 68

**GERMAN MINISTERS VISIT BRITAIN.**

To Spend Week-End With Premier.

**EXPORT TRADE.**

Rugby, Yesterday.

At question time in the House of Commons to-day the Foreign Secretary, Dr. Curtius, left for London last night and will stay for the week-end with Mr. Ramsay MacDonald at Chequers to discuss Germany's financial crisis and the question of reparations payments.

The visit lends additional interest to the conference at Dusseldorf yesterday of representatives of the West German heavy industries, where the Government's proposals to deal with the situation were severely criticised. It was hinted that the Chancellor should break away from the Socialists and pin his faith in the Nationalists.

Speakers suggested, inter alia, that Germany should be released for a year from all reparations payments apart from reparations in kind, and that creditor nations should aid Germany to find export markets for her industrial products. — Reuter.

**INDIAN BOYCOTT.**

INFRINGEMENT OF IRWIN-GANDHI PACT.

MEETING IN LONDON.

Rugby, Yesterday.

The Secretary for India, Mr. Wedgwood Benn, referring in Parliamentary answers to the resumption in the Autumn of the Round Table Conference, said that it was hoped the members of the Federal Structure Committee would reach London at the beginning of September. Questioned regarding the fulfilment of that portion of the Irwin-Gandhi Agreement which dealt with the freedom of the Indian people to purchase British goods when they so desired, Mr. Benn said that clauses six and seven of the agreement were now being generally implemented. There had admittedly been instances in which the view of the Government of India, infringing the agreement, but as a result of official action improvement had been effected. — British Wireless Service.

**EXTRALITY IN CHINA.**

Evasive Reply by Foreign Secretary.

Rugby, Yesterday.

Regarding the Extraterritoriality negotiations in China, Mr. Henderson said that Sir Miles Lampson had reported that progress had been made on several points, but he, (Mr. Henderson) was not yet in a position to make a detailed statement. When asked whether it was clear that Britain would in no way be committed before the Treaty was brought before the House, the Foreign Secretary said that there must be a certain form of commitment before any Treaty could get thus far, but there would be opportunity for a full debate before ratification. — British Wireless Service.

**DRUGS LIMITATION.**

NOT TO APPLY TO COCA LEAVES OR HEMP.

MOTION REJECTED.

Rugby, Yesterday.

The conference for the limitation of narcotics by 43 votes to 2 rejected a motion for the Bogomoloff, the Soviet representative, to insert in the draft convention that the convention should apply to all kinds of raw materials, namely, opium, coca leaves, and Indian hemp besides the narcotic drugs manufactured therefrom, and derivatives. — Reuter.

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## BANKS

## HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital ..... \$40,000,000  
Issued and Fully Paid up ..... \$30,000,000  
Reserve Funds ..... £6,000,000  
Sterling ..... £6,000,000  
Silver ..... \$10,000,000  
Reserve Liability of Proprietors ..... \$36,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:-  
Hon. Mr. O. G. S. Mackie,  
Chairman.  
Hon. Mr. J. J. Parsons,  
Deputy Chairman.  
Hon. Mr. W. H. Bell, T. E. Parry, Esq.,  
A. H. Compton, Esq., J. A. D. H. Eggington,  
G. Lander Lewis, Esq., T. H. D. Shaw, Esq.,  
G. Miskin, Esq., J. P. Ward, Esq.

Chief Manager.  
V. M. Grayburn, Esq.

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HAMBURG	SHANGHAI
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HONKEW	SOURABAYA
ILIGO	SUNGEI PATAN
IPON	TIENTHUN
JOHORE	TOYKO
KUBE	TSINGTAO
KOWLOON	YOKOHAMA
KUALA LUMPUR	

Current Accounts opened in local Currency and Fixed Deposits received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application. Hong Kong, 2nd February, 1931.

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The business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application for the HONG KONG AND SHANGHAI BANKING CORPORATION.

V. M. GRAYBURN, Chief Manager.  
Hong Kong, 16th July, 1930.

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HEAD OFFICE:  
96, Boulevard Haussmann, Paris.  
Subscribed Capital ..... Frs. 72,000,000.00  
Paid-Up Capital ..... Frs. 68,400,000.00  
Reserve Funds ..... Frs. 102,000,000.00

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Hattambang Hue Saigon  
Cantuo Mengtze Shanghai  
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IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais;  
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IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

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Safe Deposit Boxes to let.  
A. BONNAUD, Manager.  
Hong Kong, 1st May, 1931.

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Fengtien (Mukden) Rio de Janeiro  
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Hong Kong Shanghai  
Honolulu Shimonoseki  
Kai Yuen Singapore  
Karachi Soerabaya  
Kobe Sydney  
London Tientsin  
Los Angeles Tokyo  
Lyons Tsingtau

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORI,  
Manager.  
Hong Kong, 11th April, 1931.

## THE CHARTERED BANK OF INDIA, AUSTRALIA &amp; CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital ..... £3,000,000  
Reserve Fund ..... £4,000,000  
Reserve Liability of Proprietors ..... £3,000,000

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Chairman.Hon. Mr. J. J. Parsons,  
Deputy Chairman.Hon. Mr. W. H. Bell, T. E. Parry, Esq.,  
A. H. Compton, Esq., J. A. D. H. Eggington,  
G. Lander Lewis, Esq., T. H. D. Shaw, Esq.,  
G. Miskin, Esq., J. P. Ward, Esq.

Chief Manager.

V. M. Grayburn, Esq.

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POOCHOW RANGOON

HATHIUNG SHAOHAN

HAMBURG SINGAPORE

HADDIN SOURABAYA

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**WING HING CO.**  
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Marcel Waves. Hair Cutting and  
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## COMPANY MEETINGS

## PEAK TRAMWAYS COMPANY, LIMITED.

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that the ANNUAL ORDINARY GENERAL MEETING of Shareholders will be held at the Hong Kong Hotel, Hong Kong, on MONDAY, the 15th June, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Kau Pui Shek, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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## NO. OF SITE

## REGISTRY NO.

## LOCALITY.

## BOUNDARY MEASUREMENTS.

## CONTENTS IN SQUARE FEET.

## OPEN PRICE.

## NO. OF SITE

## REGISTRY NO.

## LOCALITY.

## BOUNDARY MEASUREMENTS.

## CONTENTS IN SQUARE FEET.

## OPEN PRICE.

## LOT NO. 388.

## ADJACENT LANDS.

## AS PER SALE PLAN.

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HUKAWA MARU ..... Tuesday, July 28th.

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KATORI MARU ..... Saturday, June 13th.

KASHIMA MARU ..... Saturday, June 27th.

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ATSUTA MARU ..... Saturday, June 27th.

KAMO MARU ..... Saturday, July 25th.

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KAGA MARU ..... Thursday, June 11th.

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GINYO MARU ..... Tuesday, June 30th.

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+ ATSUNO MARU ..... Saturday, July 4th.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.

+ DAKAR MARU ..... Monday, June 16th.

CALCUTTA via Singapore, Penang & Rangoon.

+ PENANG MARU ..... Monday, June 8th.

+ CALCUTTA MARU ..... Monday, June 16th.

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RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.

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DURBAN, LOURENCO MARQUES, BEIRA, DARES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.

MELBOURNE via Manila, Brisbane & Sydney.

CALCUTTA via Singapore, Penang & Rangoon.

+ PENANG MARU ..... Monday, June 8th.

+ CALCUTTA MARU ..... Monday, June 16th.

SHANGHAI, KOBE & YOKOHAMA.

+ MUROKAN MARU (Maji direct) ..... Friday, June 5th.

HAKONE MARU ..... Friday, June 12th.

KAMO MARU (Nagasaki direct) ..... Friday, June 19th.

+ Cargo only.

For further particulars please apply to:

**OSAKA SHOSEN KAISHA.**

Telephone 28061.

Donations and Subscriptions must

now be sent to the Hon. Treasurer,

Mrs. H. E. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.



## ARE LINERS TOO BIG?

### Question of Profits For Their Owners.

When Sir Walter Runciman, during the course of a speech which he made some time ago, remarked that there was no necessity for large-sized liners (by which he meant vessels of the size of the mammoth trans-Atlantic ship), he was saying what was in the minds of a good many connected with shipping, shipbuilding and marine engineering. Moreover, does the passenger really enjoy a trip in the "Majestic," for instance, than in a ship of equal luxury but of 20,000 tons? A wide experience of travel on all classes of liners inclines us to doubt it, says the Motor Ship.

It is sometimes said by shipping companies that their big liners pay best, but it may only be because they are the best liners and not the biggest. There is the question of prestige, but too much may be sacrificed for that, and one wonders whether a passenger liner costing up to \$5,000,000 on its own, without any extraneous factors, can pay its way.

In a bad season, when it runs half empty, the losses can easily be enormous. The cost of laying up for overhaul and repairs is far above that of smaller vessels, and any slight delay is equally expensive. There is a real argument that good would be effected if all the liner-owning companies would call a halt in the construction of the mammoth ship and agree to limit their tonnage to something reasonable, say in the neighbourhood of 25,000 tons gross. And it is specially unfortunate that in almost all cases (except in Great Britain) Government assistance is afforded in financing the construction.

### CONSIGNEES' NOTICES

Consignees of cargo ex s.s. Benlomond are reminded to take delivery of their goods which will be subject to rent after June 7.

Consignees of cargo ex m.v. Malaia are reminded to take delivery of their goods which will be subject to rent after June 9.

Consignees of cargo ex s.s. Benlomond are reminded to take delivery of their goods which will be subject to rent after June 7.

Consignees of cargo ex s.s. Benlomond are reminded to take delivery of their goods which will be subject to rent after June 11.

## POST OFFICE NOTICE.

### INWARD MAIRS.

THURSDAY, JUNE 4.  
Europe via Suez (Letters and Papers, London, May 7 and Parcels, April 30) ... Kashgar

FRIDAY, JUNE 5.  
U.S.A., Honolulu, Japan and Shanghai (San Francisco, May 8) & Europe via Siberia (London, May 16) ... President Wilson

U.S.A., Canada, Japan & Shanghai (Seattle, May 16) ... President Jefferson

Japan and Shanghai ..... Kashmir

### OUTWARD MAIRS.

THURSDAY, JUNE 4.  
Manila, Australia & New Zealand via Brisbane

Sydney Maru ..... Friday, June 19th.

Chenglo Maru ..... Friday, June 5th.

Sydney Maru ..... Friday, June 5th.

Hamburg Maru ..... Thursday, June 18th.

Tokai Maru ..... Wednesday, July 9th.

Atlas Maru ..... Sunday, June 14th.

Menado Maru (under docking) ..... Thursday, June 11th.

Canton Maru ..... Sunday, June 7th.

Hozan Maru ..... Sunday, June 14th.

Dell Maru ..... Thursday, June 18th.

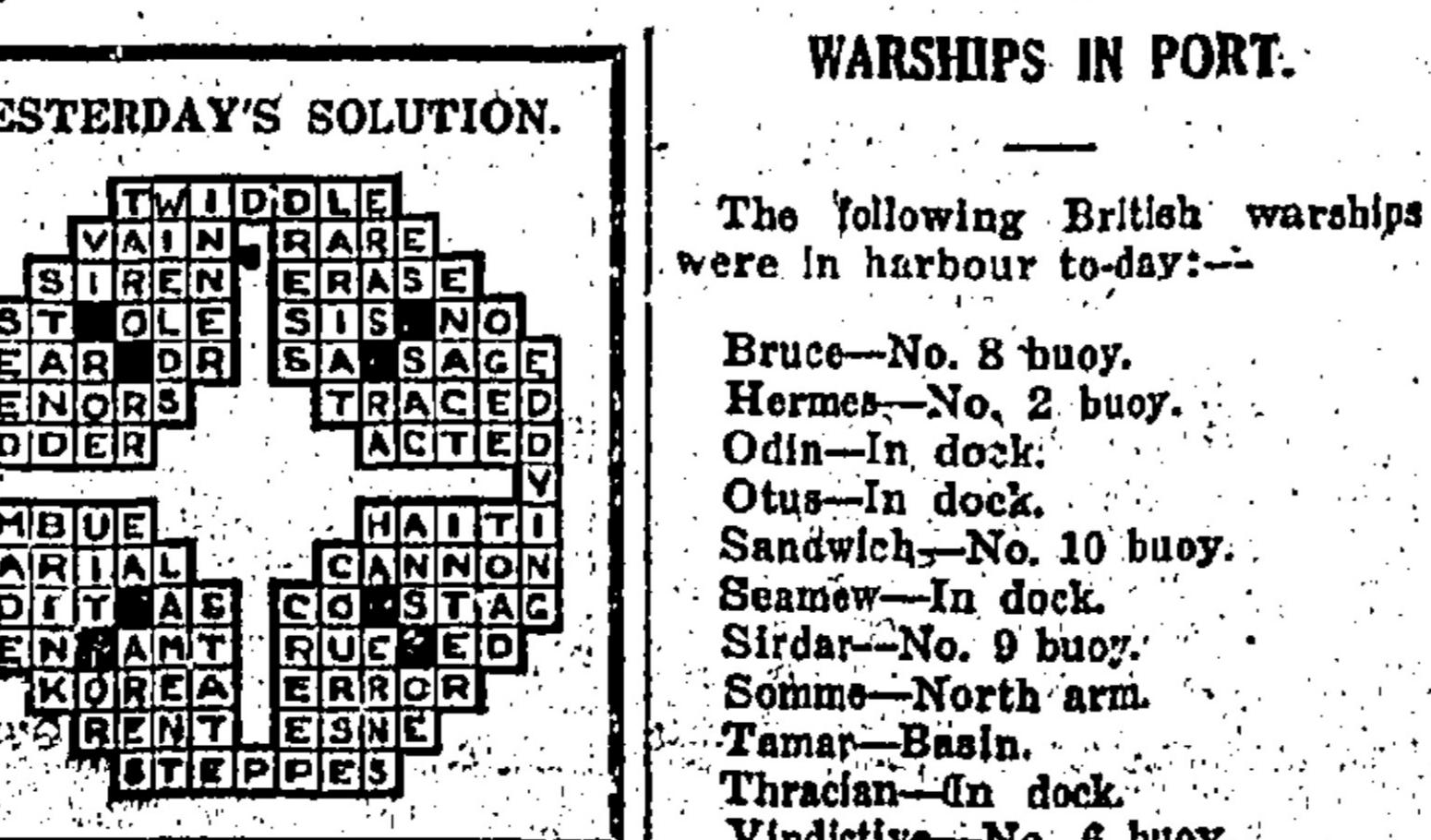
FRIDAY, JUNE 5.  
Holhaw, Pakhoi and Haiphong ... Straits, Ceylon, East Africa via Mombasa & S. Africa via Lourenco Marques

Holhaw, Pakhoi and Haiphong ... Amoy

Swatow, Amoy and Foochow ... Hal Yang

Manila ... President Wilson

### YESTERDAY'S SOLUTION.



### WARSHIPS IN PORT.

The following British warships were in harbour to-day:-  
Bruce—No. 8 buoy.  
Hermes—No. 2 buoy.  
Odin—in dock.  
Otus—in dock.  
Sandwich—No. 10 buoy.  
Seamer—in dock.  
Sirdar—No. 9 buoy.  
Somme—North arm.  
Tamar—Basin.  
Thracian—in dock.  
Vindictive—No. 6 buoy.

### ARRIVALS OF SHIPS.

Tuesday, June 2.  
Kingyuan, British str., 1,646 tons, Capt. J. Taylor, from Holhaw, buoy No. B14—B. & S.  
Talma, British str., 6,154 tons, Capt. Harley, from Singapore, Kowloon Wharf—M. M. & Co.  
Tjialak, Dutch str., 3,613 tons, Capt. P. Meerman, from Manila, buoy No. A11—J.C.J.L.  
Wednesday, June 3.  
Ansbum, British str., 1,869 tons, Captain J. M. McCullough, from Amoy, buoy No. B3—B. & S.  
Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O. S. K. Wharf—O.S.K.  
Cheongshing, British str., 1,256 tons, Captain D. G. Burleigh, from Weihaiwei, buoy No. B2, J. M. & Co.  
Cremer, Dutch str., 2,784 tons, Captain G. J. Harmsen, from Swatow buoy No. A16—J.C.J.L.  
Deli Maru, Japanese str., 1,293 tons, Capt. E. Sanada, from Canton buoy No. C3—O.S.K.  
Empress of Asia, British str., 8,883 tons, Capt. L. D. Douglas, from Manila, Kowloon Wharf—C.P.S.  
Hydrangea, British str., 561 tons, Captain P. W. Grifson, from Swatow, Chiu On S.S. Co.  
Kachisan Maru, Japanese str., 1,428 tons, Capt. A. Saito, from Port Arthur, buoy No. B23—M.B.K.  
Moncalieri, Italian str., 3,241 tons, Capt. Stanzani, from Shanghai, buoy No. A6—Doddewell & Co.  
Palina Maru, Japanese str., 1,667 tons, Capt. K. Mineoka, from Canton, buoy No. B9—N.Y.K.  
Product, Norwegian str., 743 tons, Capt. C. W. Eggersten, from Canton, Yaumati Anchorage—K. Larsen & Co.  
St. Albans, British str., 2,538 tons, Capt. F. R. Miller, from Manila, Kowloon Wharf—M. M. & Co.  
The Steamship, "BENLOMOND"

### CONSIGNEES.

NOTICE TO CONSIGNEES.  
THE BEN LINE STEAMERS, LIMITED.  
From MIDDLESBROUGH, LONDON, STRAITS AND MANILA.  
The Steamship, "BENLOMOND"  
CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.  
No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th June will be subject to rent.  
All claims against the vessel must be presented to the Undersigned on or before the 19th June, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June at 10 a.m. by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBR. LIVINGSTON & CO., LTD. Agents.  
Hong Kong, 29th May, 1931.

### NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.  
From LEITH, MIDDLESBROUGH, ANTWERP, LONDON and STRAITS.  
The Steamship, "BENLOMOND"  
CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.  
No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th June will be subject to rent.  
All claims against the vessel must be presented to the Undersigned on or before the 21st June, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June at 10 a.m. by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by BODWELL & CO., LTD. Agents.  
Hong Kong, 1st June, 1931.

### NOTICE TO CONSIGNEES.

Chartered Steamer,  
"CARIGNANO"  
From TRIESTE, VENICE & PORTS.  
CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.  
Optional cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.  
No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant will be subject to rent.  
All claims against the vessel must be presented to the Undersigned on or before the 17th instant, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
Bill of Lading will be countersigned by BODWELL & CO., LTD

# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

Straits, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

## PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tons	From	To
		Hong Kong	About
KASHMIR	9,000	1931.	Mars, L'don, Hull, R'dam & A'werp.
RANIPURA	17,000	6th June	Mars, L'don, Hull, R'dam & A'werp.
KASHMIR	9,000	20th June	Bombay, Marseilles & London.
RAWALPINDI	17,000	4th July	M'seilles, L'don, R'dam & A'werp.
*PERIM	7,000	18th July	Bombay, M'seilles & London.
KHYBER	9,000	25th July	M'seilles, Havre & London.
SOMALI	6,800	1st Aug.	M'seilles, L'don, R'dam & A'werp.
RAJPUTANA	17,000	8th Aug.	M'seilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
PADUA	6,000	15th Aug.	Bombay, M'seilles & London.
KARMALA	9,000	22nd Aug.	M'seilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
CATHAY	15,000	29th Aug.	M'seilles & London.
SOU'DAN	-	12th Sept.	M'seilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,000	15th Sept.	M'seilles & London.

\* Cargo only. † Calls Casablanca. ‡ Calls Port Swettenham.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

SANTHIA	Tons	1931.	
TALMA	10,000	17th June	Singapore, Penang & Calcutta.
TAKADA	7,000	23rd June	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

## EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	Tons	1931.	
MELBOURNE	6,000	3rd July	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	31st Aug.	& Melbourne.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Com'p's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	Tons	1931.	
TALMA	10,000	4th June	Shanghai, Moji, Kobe & Yokohama.
LASHGAR	9,000	5th June	Shanghai, Moji, Kobe & Yokohama.
*PERIM	7,000	8th June	Shanghai, Kobe & Yokohama.
MINDAPORE	6,700	10th June	Shanghai, Moji, Kobe & Yokohama.
PADUA	6,000	13th June	Moji, Kobe & Yokohama.
TAKADA	7,000	19th June	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	19th June	Shanghai, Moji, Kobe & Yokohama.
SOMALI	6,800	27th June	Shanghai, Moji, Kobe & Yokohama.
SIRDHANA	8,000	3rd July	Amoy, Moji, Kobe & Osaka.
KHYBER	9,000	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLOR	7,000	6th July	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	17th July	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	17,000	17th July	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	8,000	31st July	Amoy, Moji, Kobe & Osaka.
KARMALA	9,000	31st July	Shanghai, Moji, Kobe & Yokohama.
NANKIN	7,000	1st Aug.	Shanghai, Moji, Kobe & Yokohama.

\* Cargo only.

All dates are approximate and subject to alteration without notice. Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans on Punkas. Louvre System free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.,**

P. & O. Building, Connaught Rd. C, Hong Kong.

## PARCEL POST RATES TO BE INCREASED.

### Subsidies for United States Shipping.

Very interesting facts were disclosed in a recent discussion in the United States Senate on a proposal to increase the rates of parcel post. It appears that the estimated postal revenues showed a deficit of \$185,000,000, and Senator McKellar stated that his first suggestion was to "repeal the Act by which there are given to the great shipping interests of the country through the Postmaster-General, a great many million dollars that are charged to the Post Office Department." That expenditure he urged, ought not to be charged to it, and Senator Black proceeded to set out comparisons of payments which would be made "under normal rates" to a dozen American lines and those which were actually paid. As examples, according to this statement, the normal payment to the American South African Line would have been \$375 and the amount paid by the Government was \$165,000. The corresponding amounts for the American West African Line were stated to be \$735 and \$165,000 respectively; for the Dollar Steamship Line, \$13,500 and \$728,000; and the Munson Steamship Line, which maintains services, among others, between North and South America, the normal rates were put at \$33,200 and the actual amount \$92,000.

.

It has long been known that subsidies by the United States Government were disguised under the term of payments for mail services and the statements made in the Senate fully confirm the belief.

Senator McKellar and Senator Norris proceeded to comment on the fact that, in addition, the shipping companies obtained loans at low rates of interest of construction in accordance with mail contracts and for the purchase of ships from the Shipping Board at low prices and on long terms.

Payments for Present Year.

Senator Fletcher presented tables setting out remarkable figures indicating the cost of the requirements for the new construction embodied in ocean mail contracts. The cost of the new vessels "required" amounted to \$230,947,365. Vessels required conditionally were to cost \$40,750,000 and reconstruction \$14,700,644, making a total of \$286,398,009 (\$57,279,600).

The approximate mail payments for the fiscal year 1931 Merchant Marine Act, 1928, amount to \$18,635,650 (\$3,727,000). Such vast

payments, although the direct concern of the United States nation, are of distinct interest to the British and other mercantile marines which have to meet the competition in international commerce of the heavily subsidised mercantile fleets.

The British lines, at any rate, receive amounts, very small in comparison, for actual mail services rendered, and in the face of such Government assistance to the United States shipping the ability

of British private enterprise to fare as well as it does seems remarkable. Only a nation which could afford to expend vast sums regardless of the return could afford such outlays as were disclosed in the debate in the Senate, and it is not surprising that even in the United States the attention of the public should now be directed to the subject.

hand of destiny" prevented it.

While Dr. Schutte does not pose as a diplomat, he rightly feels that naval architects, shipbuilders and engineers can do more than diplomats to cement the good feeling between the two countries. German engineers are perfectly ready to co-operate at any time, and to extend the hand of friendship to other engineers. They will find British engineers just as ready to collaborate.

Dr. Teubert, the secretary of the German society, must have appreciated this feeling when he met old friends at the Naval Architects' banquet. Germany and Britain have now so many mutual maritime interests that co-operation on the technical side can be beneficial to both. This is the sort of combine, one amongst scientists and practical workers in yards and offices, that will make less difficult the path of international understanding.

of commerce.

Dr. Schutte, the president of the German society, was prevented from attending the meeting. He had an unexpected influenza attack at a late moment, but he sent a cordial invitation to the British society to visit Germany for one of the next Summer meetings, which was cordially accepted by the British president, Lord Wester Wemyss.

Dr. Schutte wrote:—"I can commence to restore the friendly connections between the two societies which were interrupted for more than a decade by the iron hand of destiny." Just before the War a visit to Germany by the Institution of Naval Architects was planned. But the iron hand of destiny" prevented it.

Through the pleasant international atmosphere that enveloped this year's spring meeting of the Institution of Naval Architects, broke a note of outstanding significance. It was the hand of welcome held out by the Schiffbautechnische Gesellschaft, the German Institution of Naval Architects, to their British colleagues, says the Journal of Commerce.

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**THE FAVOURITE WINS!****DEWAR'S**

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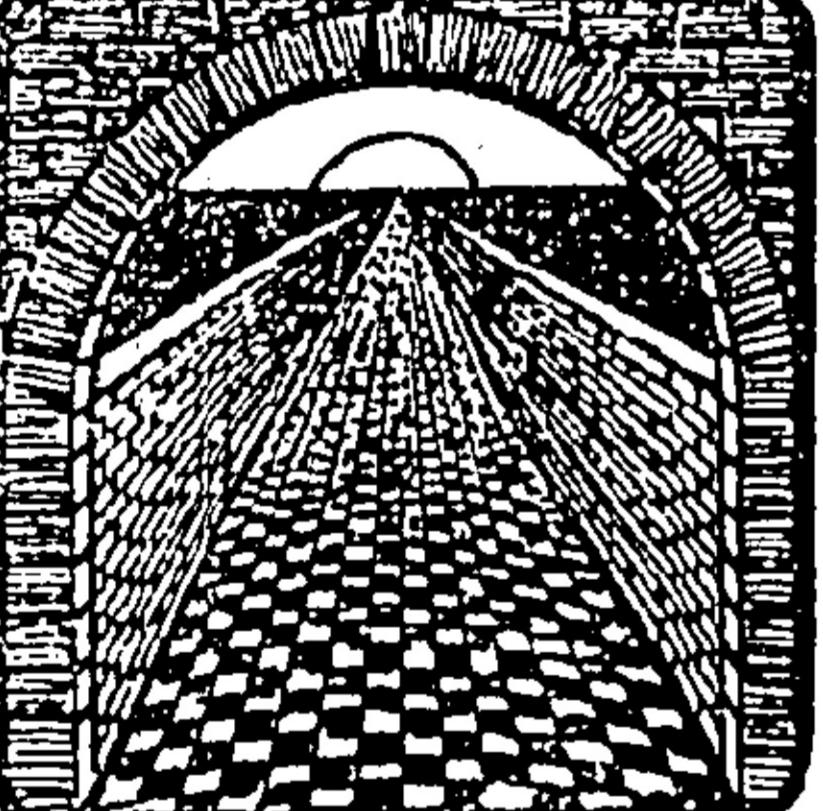
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**DIAMOND MERCHANTS.**  
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Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS and TELESCOPES,  
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ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.

**KAIPING HOUSEHOLD COAL**

In Lots of not less than 1/2-ton.  
Delivered to Peak District (above Bowen Road), \$23.00 per ton.  
Delivered to Bowes Road and Lower Levels, \$21.00 per ton.  
Delivered to Pokfulum Road, \$23.00 per ton.  
Delivered to Kowloon, \$19.00 per ton.



**THE KAILAN MINING ADMINISTRATION.**  
Head Office—TIENTHSIN.  
DODWELL & CO., LTD., Agents, Hong Kong.

**THE CHINESE RESTAURANT, LTD.**  
OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

**MENU.**

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Fried Chicken Slices with Preserved Greens.
5. Milk Gruel with Special Flavouring.
6. Steamed Rice Mixture.

Price:—\$2.00 per dinner per person.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

Price:—\$1.50 per dinner per person.

There is a special à la carte menu in English from which patrons can order other dishes also at moderately charged as the menu. One can choose to the individual taste, either chicken, duck, awai, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

**THE CHINESE RESTAURANT, LTD.**  
26 Des Voeux Road Central.  
T/C LUM (Manager).

**WHITEAWAYS****SPECIAL JUNE SALE  
BATHING SUITS  
AT  
SALE PRICES**

OUR ENTIRE STOCK  
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FOR  
MEN & LADIES  
AT  
GREATLY  
REDUCED  
PRICES

DO NOT MISS THIS OPPORTUNITY OF SECURING A NEW OR EXTRA BATHING SUIT.

SALE ENDS JUNE 13th.  
**WHITEAWAY, LAIDLAW & CO., LTD.**

**The China Mail**

(Every evening except Sunday  
Annual subscription, excluding postage abroad, H.K. \$50, payable in advance. Local delivery free.)

**Overland China Mail**

(The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$19, payable in advance.)

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Hong Kong, Thursday, June 4, 1931.

**Local Film Critics.**

In many ways the people of Hong Kong are like the Irishman of the story—who didn't know what he wanted and wasn't happy until he got it. Especially is this so with the section of the public which patronises the cinema. It is for ever bewailing the fact that good films are never shown in the local cinemas, yet when occasionally it is given a good picture it is slow to appreciate it. There is no sense of proportion, too. People behave here as though they had never heard of drama, of imagination, or the licence allowed to fiction. If, for example, an animal film is shown, they seem unable to judge it on its merits; some cantankerous and captious "critic" must write letters to the Press about "lust," "cruelty," and "barbarity." If the picture deal with a domestic tragedy, such as "Min and Bill," this same critic must needs draw attention to its "sordidness," or if it be a war picture such as "All Quiet" or "Hell's Angels," he will find that it offends the spirit of the League of Nations. People of this type cannot understand that a picture, like a play, is a form of entertainment, and that the aim and purpose of dramatic as of literary art is to portray life as it is, and not as a false and sugary vision where the wronged are always righted, where there is no ugliness and no pain, and every ending is a happy one.

There has been a number of incredibly bad films shown in Hong Kong, it is true; some which insulted the intelligence and offended the taste. But it must be remembered that these

could educate it; to bring before it at a price all could afford to pay the best plays, the best music, and the greatest actors. It has done none of these things. A good play or a first-class novel are ruined when they are produced on the screen; except in film-plays in which Norma Shearer has appeared the aim of the producer has obviously been to emphasise the "sensational."

What might have been a notable film, because the acting in it was with one or two exceptions excellent—"Morocco"—was utterly spoiled by "picturesque" improbabilities, and the same may be said of "Trader Horn." What the film industry needs, whether British or American, is less industry and more imagination; more art and less fake; more realism and less vulgar sentimentality. For, at present, however captions the Hong Kong critics are, even if they do not know what they like or what they want, they cannot be too captions. They have the right to complain against the onslaught of demoralising drivel.

**CORRESPONDENCE.****KOWLOON BUS "SERVICE."**

[To the Editor of "China Mail"]

Sir,—Further to the question of courtesy and unsatisfactory service on the Kowloon buses, allow me to quote a few instances of unpardonable incivility which I have personally experienced.

Three weeks ago, whilst I was travelling in a bus I was put to much inconvenience due to the driver incessantly expectorating out of his window. The wind, rushing past, brought fine sprays of saliva into the bus and across my face. Repeated attempts on my part to discourage such a noxious practice by warning the driver produced no result. At last I was told by the offender that he could not help spitting and that if I was annoyed I could pull up the window.

Now, Mr. Editor, can you imagine such insolence coming from the "trained" employees of a public utility company? I was so enraged that I refrained from reporting the driver to the company, because of the fact that on a former occasion, when I made a complaint against another employee for refusing to stop a half-empty bus when hailed, the Manager stupidly informed me that he had no control over his men and actually asked me to overlook the matter, as though it were trivial and of no consequence.

There is another thing that is exceptionally annoying to passengers. Apparently one Bus Company does not object to its employees smoking on their cars. I have myself seen (and I have witnesses to corroborate my assertion) drivers nonchalantly smoking cigarettes, pipes and offensive native tobacco whilst driving. Nor is this all: the sparks and ashes, flying backwards, almost made holes in my suit on a few occasions. Once, I observed with indignation a spark getting into the eye of a Chinese lady sitting beside me.

Mo Kwan (33) a coolie living at 98 East Street, was admitted to the Government Civil Hospital suffering from injuries to his face, which he received when he fell a height of 25 feet from a scaffolding.

A heavy downpour of rain yesterday afternoon threatened to eliminate outdoor sport, but fortunately it did not last long, with the result that lawn tennis and lawn bowls were indulged in at nearly all the clubs.

Suffering from internal injuries caused by a fall whilst carrying sacks of grain at a godown at Kennedy Town yesterday, Tam Chung (58) stated to be a coolie, was removed to the Government Civil Hospital for treatment.

A married woman, Li Yung (22), of 95 Argyle Street, Mongkok, was taken to the Kowloon Hospital at 10.50 o'clock last night suffering from the effects of lysis poisoning, which she is alleged to have taken in an attempt to put an end to her life.

The theft of 121 chickens, one week old, and valued at \$28 in all, has been reported to the Police by Lee Chun-kwai, house coolie of Inland Lot 3278 Pokfulum Road, who states that the theft occurred between 7.30 p.m. on June 2 and 7.30 yesterday morning.

Shui Chui-chung, a temporary resident at a room in the Kum Toi Hotel, Yaumati, was removed to the Kowloon Hospital last evening suffering from the effects of opium poisoning. The drug is alleged to have been self-administered. The victim's condition is not serious.

Pleading "guilty" to breaking and entering No. 118 Canton Road on June 2, and stealing a jacket, a singlet, and a pair of trousers, the property of Chan So, an accountant, Lam Yuk-wing was at the Kowloon Police Court this morning sent to jail for six months with hard labour.

Mr. A. M. Gomes, residing at 100, Tung Choi Street, Mongkok, has reported to the Police that between 10 a.m. on Tuesday and 11 o'clock last night, some person gained entrance to his flat by means of using a duplicate key. Money and clothing to the total value of \$314 comprised the haul.

The Treasurer of the Sailors' and Soldiers' Home gratefully acknowledged the receipt of the following donations in response to the recent appeal for funds: Hon. Mr. W. T. Southorn, C.M.G., and Mrs. Southorn, \$100; Major H. B. L. Dowbiggin, O.B.E., \$15; Commodore A. H. Walker, O.B.E., \$25; and Mr. D. F. Warren, \$25.

Revenue Officer Young prosecuted in the case against Leung Ho-chuen, who was charged at the Kowloon Magistracy this morning with keeping an opium den at 19, Pakhoi Street, and also with having unlawful possession of 3.5 taels of raw opium and 8 tael of raw opium. Fines amounting to \$570 were imposed, or, in default, three months' imprisonment.

**SIR W. PEEL AND LADY PEEL.****Reception for King's Birthday.****OVER 1,500 GUESTS.**

Over 1,500 guests attended the reception, given by Sir William Peel and Lady Peel at Government House last night on the occasion of the King's Birthday. The grounds were prettily decorated, and guests were received in the Ballroom.

Refreshments were served in marques in the garden, where the band of the South Wales Borderers, with the pipes and drums of the Argyll and Sutherland Highlanders, gave musical selections.

His Excellency the Governor and Lady Peel greeted members of the Legislative and Executive Councils in the Ballroom, after which guests were introduced to them individually.

**ROUND THE CINEMAS****JENNY LIND REVIVED ON SCREEN.****"A LADY'S MORALS."**

Gilbert Emery, an American, plays a Briton, & Reginald Denny, an Englishman, plays a Swede in "A Lady's Morals," Grace Moore's first Metro-Goldwyn-Mayer starring vehicle, based on the life of Jenny Lind, which will come to-day to the Queen's Theatre.

Emery, noted for his work in "Let Us Be Gay," plays Miss Moore's British suitor. He was born in New York. Denny, hero of "Madam Satan," plays her Swedish composer-lover. He was born in Richmond, England.

The new play is a vivid romance of the life and love of the opera star, directed by Sidney Franklin, with Wallace Berry, Jobyna Ralston, Gus Shy, George Marlow, Paul Porcas, Giovanni Martina and Bodil Rosing in the cast.

**"SHOW OF SHOWS."**

Four of the world's famous laugh-makers combine their respective comedy talents to make a unique quartette in "Show of Shows," Warner Brothers' Vitaphone super-revue in which scores upon scores of outstanding stage and screen stars will appear in the Queen's Theatre on Sunday.

This comedy quartette is composed of Beatrice Lillie, Louise Fazenda, Frank Fay and Lloyd Hamilton, Miss Lillie is internationally known and Miss Fazenda and Hamilton are celebrated for their screen comies, while Fay and Miss Lillie are both widely known stage stars. Fay recently played the featured role in "Under a Texas Moon," the Vitaphone all-colour talking epic of the borderland. Miss Lillie appeared in "Charlot's Revue" with overwhelming success.

Among the many celebrated personalities who contribute individually to "Show of Shows" are John Barrymore, Dolores Costello, Monte Blue, Winnie Lightner, Ted Lewis, Alice White, Irene Bordoni, Georges Carpenter, Nick Lucas, Richard Barthelmess, Myrna Loy, and Betty Compson.

**Ten Years Ago.**

[From the "China Mail" of June 4, 1930]

To-day's dollar is worth 2/6½

\* \* \*

A motor cycle ridden by Police Sergeant Chester Wood, which suddenly got out of control and ran "amok" in Eastern Street on Thursday morning, caused serious injuries to four Chinese who had to be removed to the Government Civil Hospital for treatment. A fifth victim, a young woman, fortunately escaped with only a few bruises, and after treatment by the Police she was able to return home.

In the early part of the year all their stores were destroyed by an outbreak of fire. Supplies were expected in May or June, but they did not arrive.

The vegetation of the island, which is of volcanic origin, was scanty, and scurvy soon broke out.

Baby's Death.

At the end of March Mme. Brunon gave birth to a child, which died at the end of a few weeks. One of the labourers next died, and then the negro collapsed, and was devoured by birds as he expired.

Some weeks later M. Brunon, who was also suffering from scurvy, died in the arms of his wife, who was nearly driven mad by the experience of having to live beside the corpse of her child and husband, as no one could bury them.

Finally in October, another of the men went away to fish, and did not return.

Woman Elects to Stay.

At the end of December, when the steamer arrived, there were only three persons—Herledan, Mme. Brunon and one of the labourers remaining. Herledan returned to France by liner, while Mme. Brunon and the labourer, who finally recovered from their experience, stayed behind in company with the new contingent of about 50 French people, who had come out in the steamer to continue the operation of the factory.

**THE LOG**  
Of The "TRADER HORN" Expedition.

by W. S. Van Dyke  
*Exclusive to the "China Mail"*

On Saturday, July 20, having finished our job at Rhino Camp, we struck our tents, loaded them on the 18 trucks of our safari and pointed our radiator caps for the Congo border, fifty-six miles to the west. The five touring cars full of passengers, the lorries bearing their cargo of camp supplies or armed with native bows in wooden cases and blankets lent to the scene the aspect of an army expedition, moving toward the front.

At Aru, the Belgian customs station, we surrendered our passports, our fire arms, cameras and binoculars for inspection. After two hours of money changing and discussion in various tongues our cars were stamped and we were allowed to go on our way rejoicing. Leaving the sparse settlement around the Government buildings we were soon lost in elephant grass, ranging from five to ten feet in height, and the journey became wholly uninteresting except during the occasional stops at mining settlements and native trading posts. At each bridge along the way it was necessary to stop and examine the construction before permitting the generator truck and heavier lorries to venture across. In two instances we were held up for an hour while repairs were made.

Arriving at the rest camp at Adranga just before dinner it was decided to go another fifty miles before stopping to eat. We had gone about 100 miles at that time and since no one seemed unduly tired, I thought it best to do as much of the remaining 150 miles as possible before making camp for the night.

**Impenetrable Country.**

Arriving at mile fifty about two hours later we found ourselves in the very centre of the most impenetrable country we had yet encountered, with no clearing in



Beggars: "Spare a copper, sir. I was a prisoner for nine years."

Gent.: "But the war did not last nine years."

Beggars: "I was not in the war, sir." — *Passing Show, London*

sight and a thunder storm gathering overhead. When the lorries caught up with us the storm had broken and rain was coming down in torrents; the natives were being soaked to the skin on the backs of the uncovered trucks and it looked like a load of bad news for everyone concerned. After a hurried consultation we agreed to proceed until we reached a clearing if it took all summer. Two miles farther we came to one—a native village and duka (store).

The proprietor of the duka had retired but we pulled up in his clearing and prepared to stay for the night. After fifteen minutes of shouting and tooting of horns the front door was opened and we were ushered into the interior of the store. The owner proved to be a Greek who spoke some French and no English and it was with some difficulty that we convinced him we needed coffee and bread and a place

[To Be Continued.]

**RACE ROUND THE WORLD.**

Rival Parties Of Fliers To Take Off Shortly.

Los Angeles, Cal., April 22. An aeroplane race around the world was in prospect here to-day as Mr. John Henry Mears, the round-the-world flier, and Mr. Vance Brees, aviator and aeroplane manufacturer, hastened preparations to take off before an around-the-world flight can be started from Oklahoma City by Mr. Wiley Post and Mr. Harold Gatty.

Already Mr. Post, winner of the 1930 Los Angeles-to-Chicago "Air Derby," and Gatty, who was to have been Lieutenant Harold Bromley's navigator last year on the attempt to fly from Japan to America which never materialised, are testing their white and orchid biplane.

Both crews expect to take off about May 1 on an attempt to fly round the world in less than ten

days and accordingly one of the most sensational races in aviation history is promised.

Mears, Mears and Brees to-day were supervising the final installation of delicate instruments in their plane. They expect to make test flights in a day or so.

**PRINCE'S BABY.**

Born On Board

Train.

An express train was speeding through the night between Sorau and Frankfort-on-the-Oder, a baby was born to Princess Hohenlohe-Oehringen, who was navigating last year on the attempt to fly from Japan to America which never materialised, are testing their white and orchid biplane.

On arrival at Berlin the princess and her child were transferred, to a hospital, where it is reported that mother and child are doing well.

**A FAIRY TALE FOR EUROPE.**

Kritzman at Wheat Conference.

**NOT TO STOP DUMPING.**

With a few pointed words the Chairman of the World Wheat Conference invited the Soviet delegates to break their silence and to state their views on the causes and cures of the world crisis. The same invitation was extended to the delegates of the great oversea wheat-exporting countries, says a Rome correspondent.

A Memorable Breakfast. Early the next morning I was aroused from my roost amid the gear shift and emergency brake levers of the Packard by the sound of the dinner gong. Our boys had been up since before day-break, preparing breakfast and had succeeded in cooking hot breakfast-food, fried ham and eggs and real coffee. I have eaten many memorable breakfasts, but this one tops them all. The African personal boy, fortunately is noted for the fact that he surpasses himself in a crisis. Had we been established in camp it would have been almost impossible to get them to exert themselves as they did on that occasion. The ground was wet, there was little dry firewood, the supplies were inaccessible, the boys were drenched to the skin and tired out, but they managed to turn out a breakfast worthy of the best hotel—and to do so joyfully.

Before noon that day we had reached Faradje, 50 miles from our destination, where we stopped for a few last tins of cigarettes and candy. About thirty miles beyond we crossed the Dungu river, our water supply, and half an hour later pulled up at the clearing and rest camp here at Wando. The country surrounding is typical of the Congo—moderately hilly and grown up in elephant grass and incidental trees and low brush. The rest camp consists of three thatch and mud buildings—crawling with jiggers and insects—situated on an acre of cleared ground at the intersection of the main road with the private road leading to a cotton shamba four miles away.

**Menace of Flies.**  
Menace of Flies.  
To-day we are well rested after a long night's sleep and business is going on as usual on the new stand. The rest houses, being too dirty for anything else, are serving as dark rooms where the cameras are unloaded. Our tents are pitched on top of one another in the limited confines of the compound and safaris have assumed the new title of Camp Menace held by the tsetse fly at Murchison Falls and the mosquito at Rhino Camp.

We are here to photograph the elephant. On our previous quick trip through these parts we located a water hole about three miles from here so situated that the chance of filming the animals in the same scene with actors appeared reasonably good. The fact that a large herd of elephants are definitely located in this district and that they have been hunted very little are added circumstances which influenced me in coming so far for this one sequence.

**Further Plans.**  
To-morrow I shall take two hunters and go up to the water hole. After a more careful examination than I was able to make before I will lay my plans for the construction of a camera platform and the other requisite details of the set. While these are in the process of construction—which may take two or three days—I will have an opportunity to film another sequence of the story dealing with the hardships of life in the elephant grass as portrayed by Trader Horn, Little Peru and Nine T., which can be made 100 yards behind camp with a raised camera stand the only property.

**CHICAGO WOMEN PREFER GUNS.**  
Diamonds Sold in Fear of Gangsters.  
The wealthy women of Chicago are selling their jewels because they dare not wear them. Practically every woman in Chicago carries a gun—one of those dainty pearl-handled little things. Some of the motor-cars are practically armoured cars. They are steel protected, the windows are bullet proof, and the chauffeurs are armed.

These are some of the sidelights on the gang warfare revealed by Marguerite Namara, the famous soprano, who was for many years in the Chicago Opera Company. Madame Namara sang at the International Celebrity Concert at the Palladium on Good Friday afternoon.

"No woman possessing money or jewels would dream of going out alone at night and there are many places where she would not go even with an armed escort. She would certainly never trust to the protection of policemen," she said. "The wealthy women have had excellent paste copies made of their jewels and they wear these. Now they are realising that there is not much point in keeping the real ones and are selling them."

**Hers-Worship.**  
"But I think the worst aspect of the gang warfare is the silly hero-worship. Girls and women run after the famous gangsters. Stock

**SCIENCE AS ALLY OF PEACE.**

Where Britain Lags Behind.

**CRIMINALS' WAYS.**

That the Police in Great Britain have not kept abreast with forces abroad in the exploitation of science for the purpose of crime investigation is a view expressed in the annual report of the Inspectors of Constabulary.

Sir Leonard Dunning, reporting on county and borough police in England and Wales, states:

"Generally speaking, this country lags behind in the organised collection and use of the experience of others and in the adaptation of science and modern mechanism to police purposes."

This comment is made by Sir Leonard in referring to the institution of a police college. Such a college as a centre of research would, Sir Leonard suggests, do something to rectify the defect to which he refers.

The college would also, he considers, prove of value in the selection of candidates for promotion.

"Whether a vacancy in the higher rank is filled by promotion or by appointment from some other field of employment," Sir Leonard remarks, "there is too much of experiment about the selection. Many a man chosen turns out well—may be because, as may be in spite of his antecedents, others turn out indifferently or badly."

**Tipping Evil.**

"It is too much to hope that the yearly return from the college of some fifty men definitely trained in the spirit of these ideas, will stiffen the service by traditions such as have built up reputations elsewhere?"

"It should, for instance, be unnecessary to refer year after year to the degrading effect of tips on body of men who aspire to have their occupation regarded as a profession, and to the far worse practices to which tips may and do lead; thus necessity still exists and will exist so long as the popular idea that there is no harm in tipping a policeman is kept alive by the still too ready acceptance of the proffered tip."

**Major-General Sir Llewellyn W. Atcherley.**

Major-General Sir Llewellyn W. Atcherley, reporting on the Forces in the Northern District, calls attention to the danger of carrying out traffic control work at the expense of police patrol duties.

"Examination of the duty books," he says, "indicates that it is time to give a warning that halt should be called before any further attempts are made to squeeze still further sacrifices of police time from present establishments at the cost of patrol work. There is no margin of strength and no pool from which to draw for further extraordinary calls or extraneous work."

**Mutual Aid.**

Sir Llewellyn also refers to developments in the criminal world which have brought new problems in the detection of crime.

"Motor transport," he observes, "is being used in certain directions which could not have been foreseen a few years ago. Predatory excursions for even the smaller objectives of gain are not an unusual thing. Fowls, game and sheep have been collected and taken by this means. In quite another category, of course, there are occasional raids for more valuable property."

"This again brings one back to the point of wondering to what extent patrol work can be relaxed with efficiency in a police system which professes a preventive object. It is a difficult problem, but at all events everything points to the practical use of mechanical transport and good communications if any solution is to be found consistently with consideration of economy."

"The outstanding impression I have formed from my inspections is as to the pressing need for the closest possible collaboration between police districts in an organised form."

"I very much doubt whether police authorities fully appreciate the extent of their liability for mutual aid in this way."

ing to the cells with sweets and presents.

"Lots of really lovely girls join the racket for the adventure and the money."

"Successful gunmen are becoming heroes."

Meanwhile, Al Capone has lost another colleague, Max Tendler, who was shot as he was leaving a drug store in Chicago.

Tendler was supposed to be the "squealer" whose information sent the New York police Lieutenant, Charles Becker, and four gunmen—Lefty Lewis, Gyn the Blood, Lefty Louis, and Dago Frank—to the electric chair 18 years ago for the murder of Herman Rosenthal.

"Nevertheless," he said, "I have made a serious mistake, and I express my unreserved regret that my writings were liable to give a wrong impression. I hope the House will accept my apology for any difficulty they may have created." (Cheers.)

**NEW ADVERTISEMENTS.**

LANE, CRAWFORD, LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at Exchange Building, Des Voeux Road, Hong Kong, on WEDNESDAY, 17th JUNE, 1931, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from 8th JUNE, 1931 to 17th JUNE, 1931, both days inclusive.

By Order of the Board of Directors. A. W. Brown,  
Secretary.

Hong Kong, 1st June, 1931.

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THE SPEECH OF HIS MAJESTY AT THE OPENING CEREMONY OF THE TYNE BRIDGE.

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**SHADOWS BEFORE COMING EVENTS ANNOUNCED IN CHINA MAIL.**

SOCIAL FUNCTIONS.

To-day—Tea Dance at Hong Kong Hotel; Dinner Dances at Peninsula and Hong Kong Hotels.

ENTERTAINMENTS.

To-day—King's Theatre;

"Just Imagine."

To-day—Queen's Theatre;

"A Lady's Morals."

To-day—Central Theatre;

"The Singing Peony."

To-day—Majestic Theatre;

"Drag."

To-day—World Theatre;

"The Black Watch."

To-day—Star Theatre;

"The Sky Hawk."

June 7 to 9—King's Theatre;

"Along Came Youth."

MEETINGS.

June 15—Peak Tramways Co., Ltd., Hong Kong Hotel.

June 17—Lane, Crawford, Ltd., Exchange Building.

June 17—Indo-China Steam Navigation Co., Ltd., Messrs. Jardines, noon.

HOME MAILS.

To-day—Inward from Europe via Suez (Kashgar).

To-morrow—Inward from Europe via Siberia (President Wilson); Outward for Europe via Siberia (Empress of Asia), 10 a.m.

Saturday—Outward for Europe via Suez (Kashmir), 10.30 a.m.

Sports.

See Sports Diary on Page 12.

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A Tuneful,  
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## CURRENT SPORTING GOSSIP

### ABE MITCHELL'S SWEET PEAS.

May Set New Fashions  
for Golfers in Britain.

#### FLOWERS AS EMBLEMS.

Though Abe Mitchell has not yet won one of the major championships, he is one of the most popular golfers in Britain. Even his critics will admit that.

Very soon, however, Mitchell is going to enjoy universal popularity such as no other player has achieved. His name will become as familiar as that of Lloyd George, and will be spoken by thousands who have never known, do not know, and will never know of the triumphs of Robert Tyre Jones, writes "T. R. G." in the Sports Dispatch.

The reason for Abe's forthcoming jump into the limelight is easily explained.

#### The Story.

Once upon a time (it sounds like a fairy tale) Abe Mitchell was private coach to Samuel Ryder, who is connected with a horticultural firm in St. Albans, and in the 1931 catalogue issued by the firm there is listed a new variety of sweet pea—"Abe Mitchell."

Thus has Mr. Ryder honoured his tutor and friend.

So in years to come not only golfers, but their brother Divot Lifters—the gardeners—will respect and pay homage to the name of Mitchell, assuring everlasting fame for at least one exponent of the Royal and Ancient game. Sweet peas will stand as a monument to Abe Mitchell, and when he has retired from the field of competition to a little cottage in the country, there to cultivate his own special species, the mention of sweet peas will immediately recall his valorous deeds against the Americans in the Ryder Cup, if not in the Open Championship.

Even Bobby Jones' films will not outlive Mitchell's sweet peas. But Mitchell, if he only knew it, had an opportunity to write a novel chapter in the history of golf. Let him start a new fashion amongst golfers!

Football teams, Rugby teams, and hosts of other teams play in coloured jerseys. Why? To permit of the spectators distinguishing them from their opponents, of course.

#### Identification Discs.

Well then, why should not golfers sport some sort of identification discs which would save them being confused with each other? Let them cultivate their own special flower and wear them during competitions. Mitchell, of course, would have the monopoly of sweet peas; but there are many other varieties.

Just think how easy it would be at Carnoustie this year. No nudging a neighbour in a thick crowd, and asking who the players are. Simply by looking at the flowers adorning their jerseys or pullovers—the hat in Diegel's case—and studying the programme on which the competitors' and their flowers would be printed, recognition would be the easiest thing possible.

Having won the Open Championship last year, Bobby Jones would be entitled to the right of wearing a laurel crown, but as it is unlikely that he will defend his title this Summer, there would be keen competition amongst the others for the right to wear the crown.

#### Gardening.

Then, think of the great benefits a golfer would derive from a course in gardening. Practice in this direction would greatly improve his powers of hewing his way out of bunkers, should the occasion arise.

But no matter how long golfers spend on their practice bunker shots, those obstacles become the graves of quite a number of high hopes; and it would be a fitting gesture for the thwarted player to plant his special flower round the bunker in question, and when the next competition was played on that course, the flowers would be there to serve as a warning. In addition, this would probably start a movement for Brighter Golf Courses.

It is all up to Mitchell.

#### LAWN TENNIS.

#### JAPAN AND EGYPT IN DAVIS CUP.

Paris, Yesterday.—In the Davis Cup contest Japan beat Egypt in three matches to nil, and meet the winner of the Britain-South Africa tie in the semi-final of the European zone.—Reuters.

### RESULT OF DERBY

#### CAMERONIAN'S FINE WIN.

#### OWNER'S LUCK

#### OLD LONDONER WINS £105,000.

London, Yesterday. Two Cameronian tickets in the Calcutta sweep, each worth approximately £105,000, are held respectively by Mr. David Dunn Bryson, a septuagenarian London Merchant, and Mr. W. H. Marks, of Birmingham.—Reuters.

#### Record Attendance.

Rugby, Yesterday. The last time that the favourite won the Derby was in 1927. Cameronian also won this year's 2,000 Guineas. The Derby was run in presence of the King and Queen, the Prince of Wales, the Duke and Duchess of York, the Duke of Gloucester, Prince George, and Princess Mary, and an enormous concourse of people, believed to constitute a record attendance.

The Royal Party drove to Epsom in three cars from Buckingham Palace and as the procession passed along the course to the Grand Stand through dense crowds a mile long the reception given to the King was even more demonstrative than usual, for it was not only his first appearance at the Derby since his illness, but it was also his birthday. Many visitors flew over from France, Belgium, Holland, and Germany to see the race.—British Wireless Wireless.

A Singapore Winner. Singapore, Yesterday. Mr. Kho Boo-gray, the holder of the Calcutta Derby sweep ticket on the third horse, Sandwich, who sold a quarter share for £940, is one of the richest Chinese in Singapore, and a prominent rubber dealer.

Identification Discs. It appears that he was just recovering from influenza when he remembered he had not obtained his usual Derby sweep tickets, and obtained five through the agency of a friend in Calcutta, by cable.

Identification Discs. He had no knowledge of the numbers allotted him, and was most delighted to receive a cablegram from Calcutta informing him that he had drawn Sandwich.

#### Details of the Race.

London, Yesterday. The result of the Derby was:

Mr. J. A. Dewar's Cameronian (Freddy Fox)..... 1.

Sir J. Rutherford's Orpen (Jones)..... 2.

Lord Rosebery's Sandwich (H. Wragg)..... 3.

Also ran.—Abbots Worthy (Joe Carty), Apperley (Garslake), Armagnac (Perryman), Cheery Lad (Cecil Ray), Coldstream (Gordon Richards), Dr. Dolittle (H. Bonney), Estate Duty (Weston), Gallini (Taylor), Goyescas (Elliott), Grindleton (L. Brown), Jacopo (Childs), Knoloma (Shibbit), Le Moniton (J. Leach), Lightning Star (Marshall), Pomme D'Apl (Henry), Rovelli (Jellis), Rose en Soleil (Turtle), Shell Transport (Dick), Sir Andrew (P. Beasley), Tehau (T. Burns), Teruru (Herbert), Zamoff (Stretton).

Won by three-quarters of a length, with three-quarters of a length between second and third.

The time was 2.36 3/5.

Betting was 7-2 Cameronian; 9-1 Orpen; 8-1 Sandwich.

Klatere and Primitif were scratched on the day of the race, so there were 25 runners.

Primitif went lame after starting, and by permission of the Stewards was withdrawn.

#### Race Described.

From a good start, Gallini led slightly from Grindleton, Le Moniton, Estate Duty, Cameronian and Revellion; with Tehau last. Half way, Gallini took the lead from Rose en Soleil, Estate Duty, Armagnac and Cameronian. Rounding Tottenham Corner, Gallini led closely, pressed by Armagnac and Cameronian, with Orpen and Sandwich improving.

Shortly after entering the straight, Gallini and Armagnac dropped back, beaten, and Cameronian drew out to the front, and although strongly challenged in the last furlong by Orpen, Sandwich, and Goyescas, Cameronian maintained the lead and won a splendid race. Goyescas was fourth, and Tehau fifth.

#### Owner's Luck.

The amazing luck of the winning owner is illustrated by the fact

### THE LARGER WICKET COMES TO STAY.

Made Compulsory by the M.C.C.

#### RETIRING PRESIDENT.

Alterations in the cricket laws with the object of helping the bowler were approved at the annual meeting of the M.C.C., at Lord's. The meeting unanimously resolved to alter rule 6 to make the larger wicket, which had been tried with success in county and other cricket in 1930, compulsory in first-class matches. The amendment to the rule was so worded, however, as to allow schools and minor clubs whose scoring is normally on a smaller scale to continue to use the smaller stumps.

It was also agreed, on the recommendation of the committee, that the pitch be rolled for seven minutes at the beginning of each day's play and at the end of each innings, instead of for ten minutes as hitherto. Sir Kynaston Studd, the president, mentioned that they had received a letter on the subject of the rolling of the pitch from South Africa, and it seemed probable that some concession would have to be made in regard to the time for rolling in South Africa in consequence of the new turf wickets.

On the motion of Lord Plumer, a vote of thanks was accorded to the retiring president, and Sir Kynaston Studd, in reply, announced that he was nominating Viscount Bridgeman as his successor in the presidency for the ensuing year. Lord Bridgeman was in the Eton eleven in 1884 and also played for Cambridge in 1887.

The four vacancies on the committee occasioned by the retirement by rotation of Viscount Hampden, Mr. F. T. Mann, and Mr. F. H. Hollins, and the death of Mr. J. W. H. T. Douglas were filled by Sir Kynaston Studd, Mr. P. F. Warner, Mr. R. H. Mallett, and Lord Aberdare.

### NOTTS PROVIDE THE EXCITEMENT.

#### Three Hundreds and a "Hat Trick."

#### AGAINST GLAMORGAN.

Nottingham May 8. Sensational batting and bowling was witnessed at Trent Bridge yesterday. Notts beat Glamorgan by 301 runs, three centuries were scored, and a hat-trick was registered.

In one hundred minutes before lunch 121 runs were scored by Notts in their record innings for the loss of Arthur Staples, and upon the resumption, when Mercer was absent owing to a strained thigh, Liley and Walker added 94 in sixty-five minutes for the second wicket. The Notts stumper contributed 110 out of 187 in two hours and twenty minutes before he was caught at mid-off. Strong driving credited him with twelve fours. A bright display by Voce followed. He completed 50 in twenty minutes, and off five balls in one over from Bates scored two sixes and three fours. In three-quarters of an hour Voce got his first 100 in county cricket, and it was not until the third-wicket stand had increased the total by 188 in an hour and a quarter that Voce was caught at cover-point. His 129 included three sixes and nineteen fours. Walker made 100 in two hours and twenty minutes, his fours numbering eight.

Notts declared with a lead of 448, and Glamorgan lost four wickets for 31. Then Bell and Hills batted pluckily in adding 65 in fifty minutes for the fifth wicket, but Larwood disposed of Bell Every, and Davies (E.) with the last two balls of one over and the first of the next. Only Hills, who made 54 out of 101 in an hour and a quarter, offered any resistance, and he was ninth out. The visitors were all out in two hours, and Larwood took eight wickets at a cost of less than seven runs each.

that he has only been racing for a year, having taken over the late Lord Dewar's stable. Moreover, only the application of the new rule regarding void nominations on the death of the owner made Cameronian eligible for to-day's race and, for the Two Thousand Guineas, which he also won.

Fred Darling, the trainer, has now won four Derbys since the war, with Cameronian, Captain Cuttle, Mana and Coronach.

Fred Fox, the winning jockey, was last year's champion, and has thus crowned a great career by winning his belated first Derby.

AT THE STAR TO-DAY TO SATURDAY At 2.30, 5.20, 7.20 & 9.20

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the gaping  
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MIRNA LOY DAVID ROLLINS  
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Directed by JOHN FORD  
Story by Talbot Mundy



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PERRY BRIGHTENS  
CUP PROSPECTS.The Outlook at  
Wimbledon.

## WITH THE LADIES.

One swallow may not make a summer, but one new "star" may make all the difference in a lawn tennis season. F. J. Perry may be the new performer who may make the 1931 season one to be remembered. If Austin has improved his stamina, and if Perry improves his backhand and steals his nerves in times of crisis, then we may shine in the Davis Cup competition and at Wimbledon, and even in the French championships. Other nations seem to be relying on old players; they have been unable to find new champions.

Having beaten Monaco in a Davis Cup, we should win again when we meet Belgium, and we should also defeat the survivor of Germany, South Africa, Switzerland, and Ireland. That would put us in the semi-final of the European Zone to meet, in all probability, Japan, and that should see us in the final of the top half of the draw. A pleasant dream! but by no means impossible of realisation. Germany is weak, with no Moldenauer, Froitzheim too old, and Daniel Preun suspended for infraction of the amateur rule. South Africa relies on Raymond, Farquharson, and Kirby, who two years ago was a pretty volleyer at Cambridge, is not a force off the ground, whilst Kirby is a young player of whom high hopes are formed, and may turn out to be really a force. Of the other countries mentioned, there is none with serious pretensions to the cup, and our chances of appearing in the final are considerable. Perry has such wonderful stamina, such a fine range of volleys, is so exceptional overhead, and has a piercing forehand taken really early, that it seems wrong that such excellencies should not have the support of a great backhand. A great backhand is a rarity, but Austin and Kingsley can both show Perry a better version of the stroke than the one he now employs.

When it comes to Wimbledon, there will be no Tilden, but our best will have a chance to measure their skill against some of America's youthful champions. We are to see F. X. Shields, who is twenty-one and a bit, who has great severity, and who greatly impressed our players when they saw him in the States last year. Shields was very nearly champion of America, for he gave Doe a great fight. We are to see Sidney Wood, now a great stylist and reputed to be the owner of one of the best backgrounds in the game, writes E. J. Sampson in The Manchester Guardian. We may also see Berkeley Bell again, who always looked so unhappy, and who manages to tumble about the court more than any other of the great ones. We should see Sutter, the inter-collegiate champion and a fine and determined player. Lott and Van Ryn are coming, and one lesson the American players will certainly give is that of good serving. If any player with ambition wishes to improve his service, and has the chance of going to Wimbledon, let him or her study the American delivery and contrast it with the pitiable caricature of service which too many of our players possess. The service should be a weapon of attack rather than a means of putting the ball into play, but at the moment it seems that a good service does not grow easily in Britain. The Continental players are not particularly fine servers, and one might perhaps be induced to regard the fine servers as freaks did not the United States provide so many as to render the theory untenable.

## The Women.

The season should be a good one for our women players; there are so many who are good. If Mrs. Helen Wills-Moody does not defend her title, the Wimbledon title should be in British hands for the first time since Mrs. Godfree gained it in 1926. It may be Miss Nuthall's year. Last season she

won the American championship, and with Mrs. Moody not taking part, Miss Ryan no longer the power she was in singles, whom has she to fear? Miss Nuthall probably fears no woman player, but she is too often the author of her own undoing, her fine strokes are cut just that little bit too fine. The lines are missed, by fractions it may be, but in lawn tennis, as in other pursuits, a miss is as good as a mile. What applies to Miss Nuthall applies to other attractive stylists—to Miss Round, to Senorita Alvarez, to Mrs. Whittington, to Fr. Aussem, and in lesser degree to Mme. Matthieu. It may be that the champion will be found in the diminutive person of Miss Mudford, who is so persistent in return from the back of the court. One must not rule out Mrs. Watson's chances, the player who won five games off the reel against Mrs. Moody in the Wightman Cup competition. If Mrs. Watson could strike that happy vein again hers should be the name to follow the five consecutive successes of Mrs. Moody.

Revering to the men, the power of France must not be ignored, and formidable as the American challenge may appear, it must by no means be taken that the Davis Cup returns this year to its country of origin. Borotra recently won the indoor championship of the States, and as the holder of the British and French indoor championships, is evidently not a spent force. Cochet is where he was, at the top of the ladder, and if Brugnon is sufficiently recovered from his appendicitis operation, he should provide the ideal partner for Cochet. All three should be seen at Wimbledon, and one might suggest that if the learner finds the volleys of Cochet and Borotra too dazzlingly individual he or she should study the fine serving of Jacques Brugnon at

36. One hopes also that the season will bring a revival of interest in county tennis in Lancashire. The old hands might think they have served their county long and gloriously enough, and that there are young hands who would dearly like to play in these pleasant engagements. True, the younger ones might not perform as well as the tried players might do, but at any rate they would gain valuable experience. The old guard would probably do more for their county by standing down than in demonstrating again what remarkable veterans they are.

## OPEN GOLF.

MACDONALD SMITH'S  
POPULARITY.

## FIRST ROUND RESULTS.

## Carnoustie, Yesterday.

The popularity of Macdonald Smith, who was a strong favourite when the British Open Golf Championship proper started to-day, is comparable only with that of Bobby Jones when the latter played at St. Andrews'.

One hundred and nine survived the qualifying rounds, and competed in the struggle for the world's premier golfing honour. A stiff breeze indicated higher scores than hitherto.

Macdonald Smith did not make an auspicious start, taking three putts on the third and fourth greens. He did the first three holes in 14 strokes.

First round results are:

Gene Sarazen ..... 74.

Macdonald Smith ..... 75.

Horton Smith ..... 77.

—Reuter.

LADIES' CAPTAIN'S CUP  
FOR MAY.

Captain's Cup:—Mrs. Redmond qualified for May 70-5-74.

There will be an Eclectic Competition at Deep Water Bay from June 9 to 30 inclusive, for two prizes presented by Mrs. Keary. Any number of cards may be taken out, but a full round of 18 holes must be played on each occasion.

Knock Out Competition Draw.

Byes: Mrs. Rodger, Mrs. Langston, Mrs. Keary, Mrs. Dod-

## EXCHANGES.

## TO-DAY'S QUOTATIONS.

## On London—

Bank, wire ..... 11 1/4  
Bank, on demand ..... 11 1/4  
Bank, 4 months' sight 11 3/16  
Credits, 4 months'  
sight ..... 11 13/16  
Documentary, 4  
months' sight ..... 11 15/16

## On Paris—

On demand ..... 575  
Credits, 4 months'  
sight ..... 615

## On Berlin—

On demand ..... Nom.

## On New York—

On demand ..... 22 9/16

Credits, 60 days'

sight ..... 23 11/16

## On Bombay—

Wire ..... 62 1/2

On demand ..... 62 1/2

## On Calcutta—

Wire ..... 62 1/2

On Singapore—

On demand ..... 40 1/8

## On Manila—

On demand ..... 45 3/8

## On Shanghai—

On demand ..... 779

Dollar ..... 63 1/4 dis.

## On Yokohama—

On demand ..... 45 3/8

buying rate ..... 11 3/4

Silver (per oz.) ..... 12 5/16

Bur. Silver in Hong

Kong ..... Nom.

Copper Cash ..... Nom.

Copper Cents ..... 3% prem.

Rate of Native In-

terest ..... 3 1/2% p.a.

Chinese Sub. Coin ..... 24 1/4% dis.

Hong Kong Sub. Coin Par.

## LONDON EXCHANGES

## Rugby, Yesterday.

Paris ..... 124 22 1/2

New York ..... 4.81 21/36

Brussels ..... 34.94 1/2

Geneva ..... 25.08 1/2

Amsterdam ..... 12.09

Milan ..... 92.97 1/2

Berlin ..... 20.49 1/2

Stockholm ..... 18.15

Copenhagen ..... 18.16 1/2 (?)

Oslo ..... 18.16 1/2 (?)

Vienna ..... 34.62 1/2

Prague ..... 16 1/4

Helsingfors ..... 19 3/8

Madrid ..... 50%

Lisbon ..... 110 1/4

Athens ..... 37 5/8

Bu. Harvest ..... 81 7/8

Rio ..... 3 1/2

Buenos Aires ..... 33 9/16

Montevideo ..... 29 1/2

Bombay ..... 1/6 25/32

Shanghai ..... 1/2

Yokohama ..... 2 1/2

Hong Kong ..... 11 3/4

Silver Spot ..... 12 5/16

Silver Forward ..... 12 1/4

—British Wireless Service.

## Cotton Mills.

\*Ewo Cotton ..... Th.

Shanghai Cotton ..... Th.

Zoung Singe ..... Th.

Public Utilities.

\*H. K. Tramways ..... 17.40

(E.R.) ..... 17.18

" (R.M.) ..... 16

H.K. Lands ..... 681

Shanghai Lands ..... Th.

Humphreys (old) ..... 23 1/2

" (new) ..... 24

H. K. Railways ..... 14.00

Chinese Estates ..... 00

Railways ..... 00

Bank ..... 00

# MOTORISTS THIS IS YOUR PAGE

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## HIRE PURCHASE. Development of Motor Industry.

Although critics of hire-purchase and deferred payment sales incline to discuss the system in relation to boom and depression periods, it should be clearly understood that these important modern methods of distribution are peculiar to neither of these industrial conditions, writes J. Gibson Jarvie, Chairman of United Dominions Trust, Limited. Instalment selling, as it is very generally described, functions to best advantage in normal periods, and although it may play an important part in mitigating conditions during a depression, it does not intensify any of the factors resulting in a boom.

It is somewhat difficult to state the exact effect of the system on the depression now being experienced in this country, for during the last few years, it has continued to develop and a growing number of people is showing an interest in its possibilities. It is, therefore, not easy to assess the precise extent, if any, to which its development can be attributed to the depression; and, moreover, in my opinion, that has actually in some respects retarded its progress.

The position in the United States during 1930 indicates that depression there did not adversely affect to any considerable extent instalment selling operations. Reports received show that although the general curtailed business activities of 1930 caused a considerable reduction in the volume of instalment sales as compared with 1929, the volume for 1930 was larger in the case of certain companies than in any year other than 1929. The

reports further show that the experience of 1930 confirms the fundamental soundness and safety of instalment paper. While repossession and charge-off items, arising out of instalment paper acquired, have been slightly greater than previously in proportion to volume of business, the percentage involved is still so low that it need not cause the slightest uneasiness. There have been substantial though expected decreases in the volume of business relating to motor vehicles, but industrial receivables show an increase, indicating that the experience of this country, to which I shall refer later, has been that of America, in that instalment selling is being extended to the acquisition of machinery merchandise in greater volume than ever before.

There can be no doubt, however, that during the period of depression in this country instalment selling has continued to develop, and it is safe to say that many industries have been able not only to maintain but to increase production through its agency. A large percentage of instalment buyers are people with regular incomes or people whose commissions are consistent enough to enable them to be brought within the regular income-earning class. More and more of these are departing from the "cash down" attitude for the acquisition of articles of a durable nature; sometimes because they prefer to leave investments undisturbed and avoid the risk of loss that a realisation would incur, and sometimes because they prefer to adjust their future expenditure to the commitments that the new acquisition has created.

**The Motor Trade.**  
No industry has been assisted more in its development by the application of instalment selling than the motor industry. The car branch of the trade, and especially that part of it concerned with the cheaper model, owes to it its widening markets, its increasing production, and the lowering of prices. The production of the small cheap family car which several manufacturers, notably Sir William Morris, are developing will depend for its distribution more and more on this form of credit. Arrangements are being made so to determine the initial payment and to provide for insurance and tax without prejudicing security as will permit every one legitimately desiring it to secure one of these models.

Instalment selling has played and is playing an important part in the development of commercial transport. Many of the present passenger-operating companies and many of the companies which are now units of large amalgamations, began their careers with vehicles which only the assistance of long-term credit permitted the owners to acquire. Manufacturers and distributors of freight vehicles are finding demands for instalment selling increasing, and from companies and firms which have in the past been in the habit of paying in cash.

But, and this is very important, the principles of instalment selling have been extended in other directions, as is the experience of the United States. It is an erroneous though prevalent idea, often held in quarters which should know better, that hire-purchase, and instalment-buying generally, are means merely for the distribution and acquisition of articles of luxury or of a semi-luxury nature. This is not the case. Instalment selling, by fractional repayments, has been extended to the acquisition of many types of merchandise, including wood-working machinery, laundry machinery, baking machinery, and commercial refrigeration plant. The installation of all this new plant and equipment can be traced to this new type of credit, new at least to the extent that it is now widely used and its extension organised. It is, however, difficult to conceive the amount of merchandise which has remained uncreated through manufacturers failing or refusing to realise to what extent assistance was and is available.

What effect has the depression had on administration? There has been little difficulty in accepting most of the business offered. This is no inconsiderable tribute to the type of the applicant for credit and to the manufacturers or dealers who submit the applications. There has been no experience of improvident people endeavouring to secure merchandise to which their credit standing did not entitle them. As regards collections; so far as United Dominions Trust is concerned, these have remained normal. There is no reason why it should not be so, provided the business is handled on sound lines—that is, if credits are

considered with discretion, bearing in mind the class of merchandise and its use, if reasonable initial payments are insisted on and the period of credit not too long extended. Professor Seligman has devoted a considerable part of his "Economics of Instalment Selling," a notable contribution to the subject, to the effect of the anthracite strike in 1925-26 in the U.S.A., and concludes that the difference in collection experience between a normal and debt-pressed period is practically negligible. The experience of United Dominions Trust in Great Britain has been similar. Losses, in the case of this company during the last 12 years have borne the same relation to volume practically undisturbed and have never exceeded one-tenth of one per cent. in any year.

## A MESSAGE.

### "Master the Highway Code."

"The present year will provide a practical test of the working of the new Road Traffic Act," writes Mr. Herbert Morrison, the Minister of Transport, in a special Eastern message to motorists in The Light Car and Cyclecar. "I feel confident that its effect will be to increase the safety of all users of the highway and at the same time to add to the enjoyment of those who use a motor car or a motor-cycle mainly for convenience or for pleasure. To the latter class I appeal with confidence to do their share in making the Act a success and to this end I would ask every reader to master thoroughly and to carry out, both in the letter and in the spirit, the directions for the guidance of all users of the road contained in the Highway Code. They are simple and will, I think, commend themselves to every courteous and considerate driver.

"It is on the general realisation of these ideals, more than on the mere avoidance of actual offences such as dangerous driving, that the convenience and safety of the public in the use of the highway ultimately depends."

## SMALL CRUISER.

### The "Baby Car" of the Water.

During the past few months British motor boat builders have been developing a new type of small cruiser, which is comparable in many respects with the modern baby car.

Details of the 11 standard craft available are given in the annual Fitting-out Number of The Motor Boat. These are all between 19 ft 6 ins. and 22 ft. in length, having a speed range of from 7 to 25 m.p.h.; whilst sleeping accommodation and cooking equipment is provided for two or four people.

The prices of the boats vary from £195 to £240, and four of the cruisers are equipped with Austin Seven engines, similar to those installed in the well-known baby car of this make.

## MOTORISTS AND THE LAW.

No one would wish to see a motorist who had driven dangerously or committed some real offence escape punishment on a technicality, but at the same time, so many motorists have in the past suffered fines for purely technical offences that it is interesting to record several cases where an insistence on the letter of the law has resulted in their acquittal.

For example, a lorry driver was summoned for exceeding the speed limit. The constable gave evidence of the weight of the vehicle, particulars of which he had copied from the side of the lorry. The solicitor for the defence submitted that such a description constituted a written document — namely the lorry — of which notice to produce had not been served upon the defendant. The magistrate allowed this objection.

In another instance a motorist defended by the A.A. was charged with an offence. The police admitted that the defendant was not stopped at the time of the alleged offence, that no written notice of intended prosecution had been served upon him, and the summons was not served within 14 days of the offence. The Bench therefore dismissed the summons.

burst which in many cases ruins both the tyre and tube.

### Maximum Expectancy If Cared For.

A little time spent on inspecting the tyres of your car will in all probability be amply repaid by you obtaining the maximum life built into them at the factory. The following are the major points which, when checked regularly, will go a long way towards achieving this end:

1. Remove all tyres periodically,
2. Inspect rims for truth, removing rust and giving a coating of stock black or similar solution.

3. Inspect the inside of the covers for pieces of foreign matter or small fractures of the carcass due to concussion bruises incurred during running.

4. Inspect tubes for porosity, rust marks, damaged or leaky valves, loose particles, and so on.

5. Beft the tyre and inflate to correct pressure.

6. Test wheel alignment and steering connections in order to ascertain whether any excessive play is to be traced between the steering wheel and the movement of the road wheels.

Your garage will probably quote you a small inclusive charge for this service, a charge which, will no doubt be saved over and over again by the extra tyre miles achieved. Finally, test your pressures once every week.—"Autocar."

## FREE-WHEELING FACTORS.

Automotive engineers both in Europe and America recognize free-wheeling as one of the greatest single achievements in motor car designs since the adoption of the electric starter. Curiously enough, engineers have been stimulated in their imagination to utilize momentum in the operation of a motor car by such a familiar example of free-wheeling as a boy riding his bicycle who stops pedalling and relaxes while the bicycle rolls along.

The many advantages free-wheeling contributes to driving are particularly exemplified in the present complete series of Hupmobiles including a six cylinder and four straight eights. Some of the features resulting from the adoption of free-wheeling in these new Hupmobile models include an economy of oil of 18 per cent. at least, a saving of fuel of sometimes more than 12 per cent. a reduction in necessary clutch operation of from 30 to 60 per cent. and new freedom in driving ease.

These large savings in fuel and oil are effected by Hupmobile free-wheeling because, whereas the engine formerly continued to turn up in revolutions although the throttle was closed, it now only idles while the car continues to roll along under its own momentum at 10, 25, 30 miles an hour or more. Engine vibration is completely lost when free-wheeling. Engine back-lash, so common in other types of transmission, when the throttle is suddenly closed or opened, is eliminated. This feature naturally saves in wear and tear on tires and the entire driving assembly and particularly in the wracking effect on the car body.

## Correct Alignment Essential to Economy.

Air pressure, whilst a very important factor, is not everything to be considered when caring for the tyres. Very few motorists appear to appreciate that it is possible to wear the tread completely off any tyre in an extraordinary low mileage should the wheels of the vehicle be running out of alignment. You cannot see, in many cases, by looking at a vehicle whether or not the wheels are running in line, and it is necessary to have them checked by the agent for your car or by a garage proprietor if you wish to obtain from your tyres the maximum life which is built into them by the manufacturer.

There is also a further condition which requires your consideration, that is—cuts in tyres. Should a tyre receive a cut which penetrates the tread rubber and exposes the carcass, this cut or hole forms a passage for all foreign matter, including water, into the carcass of the tyre. The greatest enemy of all is water. In normal running, the injured portion becomes filled with water, and the cotton in the carcass soaks up some of this water like blotting-paper. This eventually causes the wet cotton to separate from the rubber, and soon a section of the tyre has no resistance to the internal air pressure beyond the rubber forming the tread of side wall of the tyre. This very often takes the form of a blister, and eventually causes a



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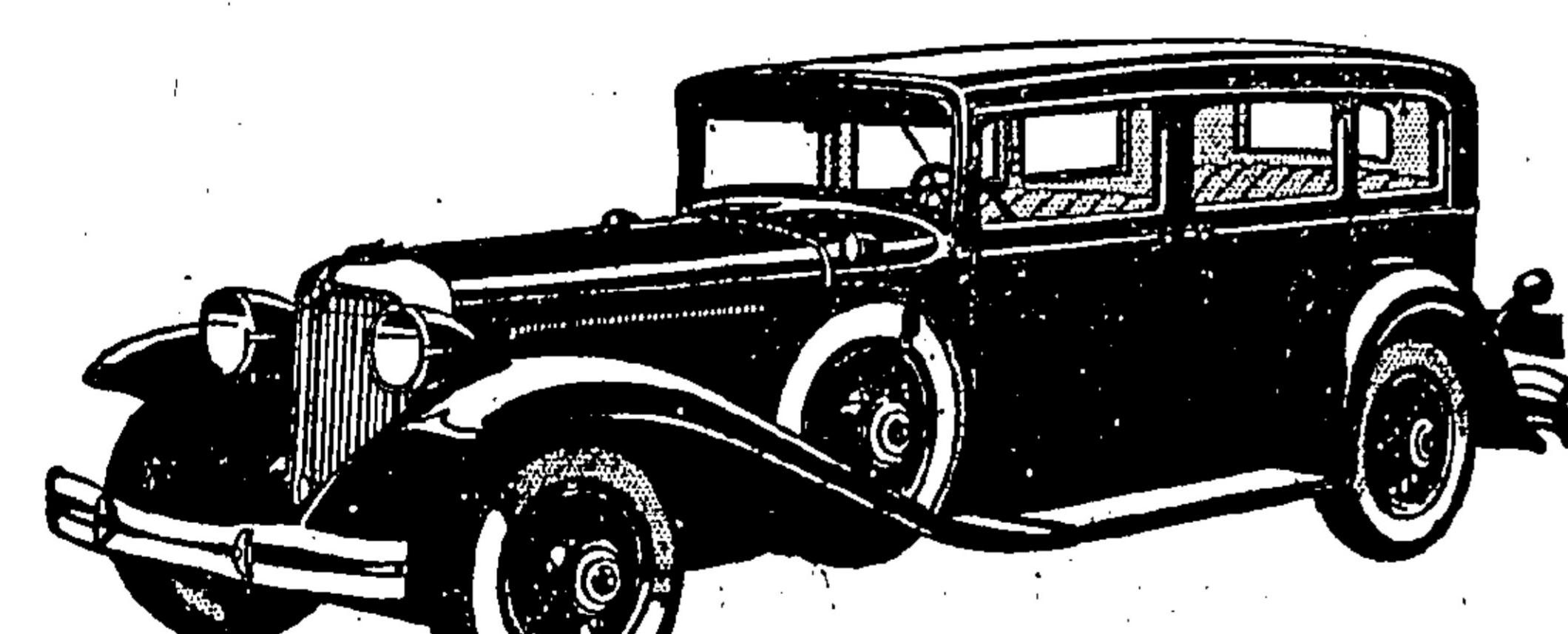
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## EFFICIENCY AND SPEED

Ultimate Limits Yet to Be Reached.

## "MARGINAL" DIFFERENCES.

From a scientific standpoint it is pertinent to ask, since speed records are being broken every year, what is the limit of speed at which a man can go with safety to himself and remain in control of his craft? A large number of distinctions must be made before any kind of satisfactory answer can be returned. The primary distinction is between the types of craft employed and the media in which they operate, writes a contributor to the New York Times. Landcraft have natural or artificial advantages over watercraft, aeroplanes have natural advantages over both types, and a rocket plane, if it could be operated beyond the stratosphere, would have advantages over all other types.

Science informs us that when you increase the speed of any given craft the resistance increases, not proportionately, but as the square, and that the power necessary to induce the speed rises as the cube. For example, if you take a motor boat of racing design capable of travelling at 100 miles an hour with engines developing 2,000 horsepower and attempt to raise the speed to 200 miles an hour, you would discover that the resistance would be squared and that the horsepower required would be not 4,000 but 16,000, unless the efficiency of the design were increased.

## Factors That Govern Speed

## Including Friction.

Since a locomotive or an automobile is subject to a given air density and to given friction on the roadbeds over which it passes, we can calculate that landcraft have a better chance of being faster than watercraft, which operate in a medium of greater density. Similarly, an aeroplane, normally operating in lesser air densities, with a friction far less than that which either landcraft or watercraft generates, is always likely to be faster than either of the other types. But we are bound to modify such statements because the difference in design between the various types of craft profoundly modifies the circumstances of their performance.

Efficiency of design is then a controlling factor in attaining higher speeds. If money were no object it could be safely argued that bigger craft with far higher power units

could be constructed; but eventually it would be found that not only would the speed not be increased but that an actual physical barrier to size would be created.

## Destroyers and the Europa Compared.

In the category of watercraft still further differentiations have to be made. The difference between a destroyer and a motor boat is less than might be imagined. The destroyer is the fastest at the top of the bracket and the motor boat is fastest at the bottom, the former with about forty knots and the latter with 102 knots. The fastest liners, such as the Bremen and the Europa, have not yet exceeded the thirty-knot mark; except in short spurts. Why is there this tremendous difference?

In the case of the destroyer and the motor boat the majority of the space in their hulls is taken up with propulsive machinery. The liner has to be far more economical, for her business is to transport passengers and mails. The destroyer, because of her relatively great weight, requires a staggering amount of power to push her through the water at even forty knots. The motor boat is light and as she speeds over the water her prow is in the air, with the result that far less energy is needed per unit of weight.

## Motoring Pace Faster Than "Man Can Think."

It is asserted again and again that one day an automobile will travel at 300 miles an hour. It is possible, but not immediately probable. When that speed is reached, however, it will be within striking distance of the maximum speed that man will ever be able to attain in such a vehicle and still maintain control. The record to-day stands at 245.738 miles an hour, made earlier in the year by Captain Sir Malcolm Campbell. Travelling at that speed is next door to a miracle. You may compare racing in a car at such a speed to travelling in a projectile in which control is maintained by aligning sights on the car with overhead markers. It is impossible to steer it in the ordinary way because the speed is so great that actually it is somewhat better twice as fast as a man can think. Or to put it another way, it is about twice as fast, according to Helmholtz, as it takes to co-ordinate brain and hand. Thus an object seen at such a speed would not enter the driver's consciousness until he was many yards past it. Obviously there is a limit to the speed at which a human can drive a car, and that limit would seem to be stretched to its furthest at about 300 miles an hour.

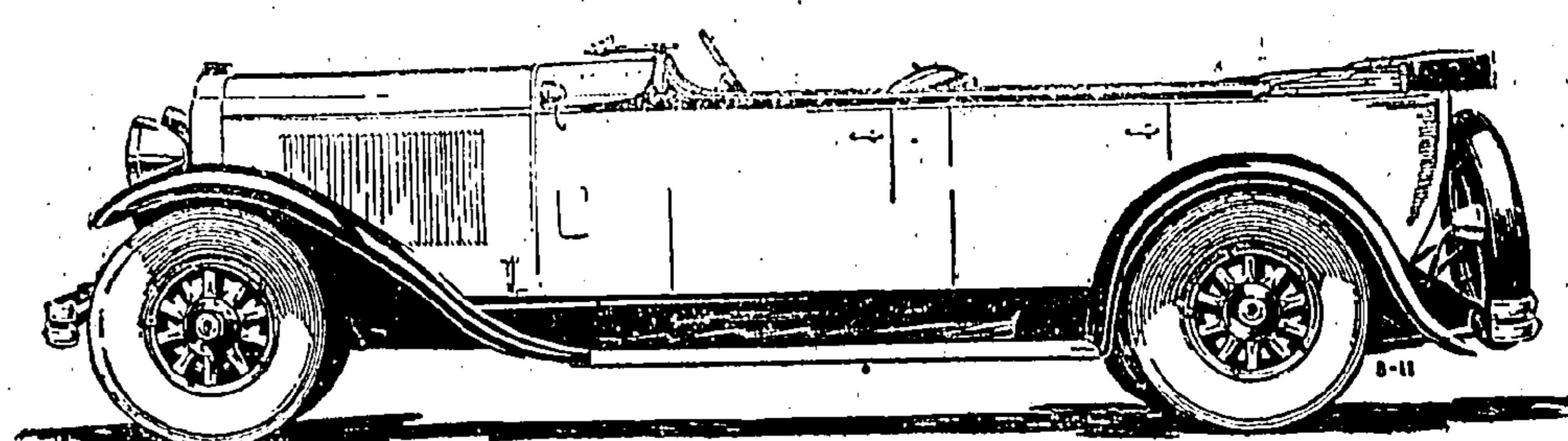
In considering speeds for an automobile in excess of 300 miles an hour the physical barriers intervening are formidable. They may be summed up not merely in refinement of structure and efficiency of design and power plant, but in the rather more tangible considerations of the tensile strength of steel, thermo-efficiency and resistance of fabrics to centrifugal force. From the aspect of to-day, the deadline for automobile speed seems to be around 300 miles an hour.

## Aerial Predictions by Unwise Persons.

With the aeroplane we have no such worries. Man has already sped at the colossal speed of 327.723 miles an hour in a seaplane and higher speeds are indicated. It is confidently predicted by the unwise that in the course of a few years we shall be roaring through the air at speeds from 750 to 1,000 miles an hour. The engineer, taking a long view, might agree that such speeds are possible, but the physiologist would shake his head. Would the human body be able to withstand centrifugal forces of a high order?

Everything would be perfectly simple if we could be sure of gradually increasing speed at a rate no greater than the acceleration of gravity and having so increased the speed, if we could be sure of never stopping suddenly, of never breaking the momentum by a turn or by a slight rise or descent in flight.

Most people have experienced a sudden start in an automobile or a sudden application of the brakes while travelling at thirty or thirty-five miles an hour, and have either been jerked sharply backward against the back cushion or thrown forward against the wheel. You have only to multiply this effect thirty times to conceive the fact that at 1,000 miles an hour a sudden stop might drive the bones of your legs through your shoulders, or a sudden swerve would instantly

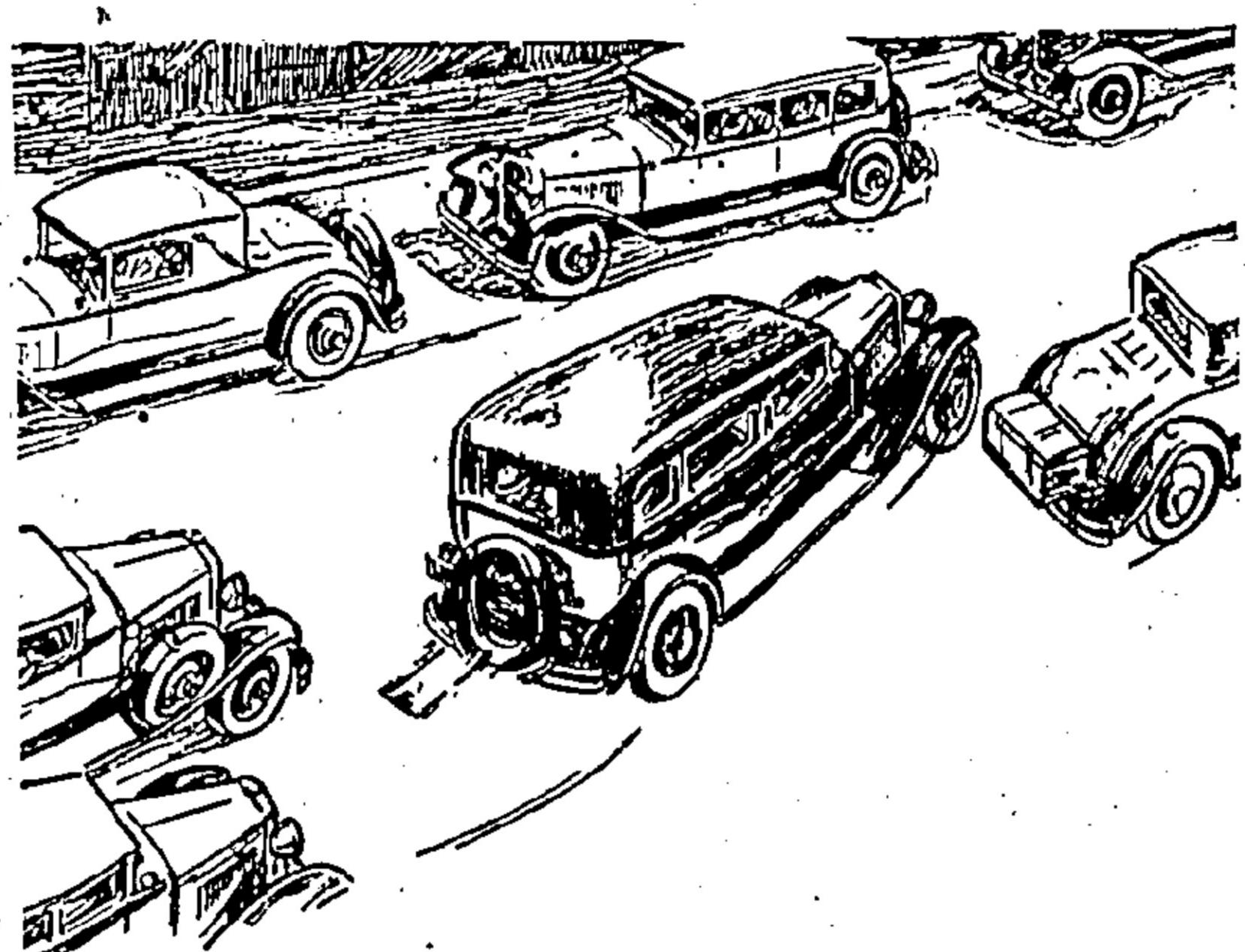


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kill you by centrifugal force drawing off every vestige of blood from the blood vessels of the brain. As it is, a temporary loss of consciousness, called "blacking out," is experienced by pilots in turns at speeds of around even 300 miles an hour.

## Robot to Control at Speed of 1,000 M.P.H.

Engineers may at some time in the future be able to design an airplane that will fly at 1,000 miles an hour. If so, it seems safe to say now that it will be flown by an automatic pilot and controlled from the ground by wireless; there will not be any humans in it. For all ordinary commercial purposes the ultimate speed of aeroplanes will probably not be greater than 300 miles an hour. But we are a long way at present from saying that the speed of express transport aeroplanes averages 300 miles an hour in full flight. For military purposes the day may dawn when 500 miles an hour is attained, but flights at such speeds will always be risky. It would be rash to say that even greater speeds will not be attained by man in the air; if they are they will be freak flights undertaken by the daredevils of the air. Five hundred miles an hour looks at the present time to be somewhere near the limit of speed in the air.

## YOUTH AND A ROLLS.

The story is told of a young couple who went on their honeymoon to Scotland. They travelled in some kind of ancient contraption which the husband could induce to go because he knew much of the ways of engines.

They put up at a remote hotel; there, in a bar at the back, they found the decaying remnants of a very ancient Rolls-Royce. They asked the landlord about it; and he said it was very old, and that, if they would take it away, they could have it for £5.

"It would be fun to have a Rolls, if only to say we had owned one. Besides, the aluminium and copper in it are worth much more than £5," they said, and bought it; and he, being a competent mechanic, by dint of much hard work succeeded in getting it away under its own power.

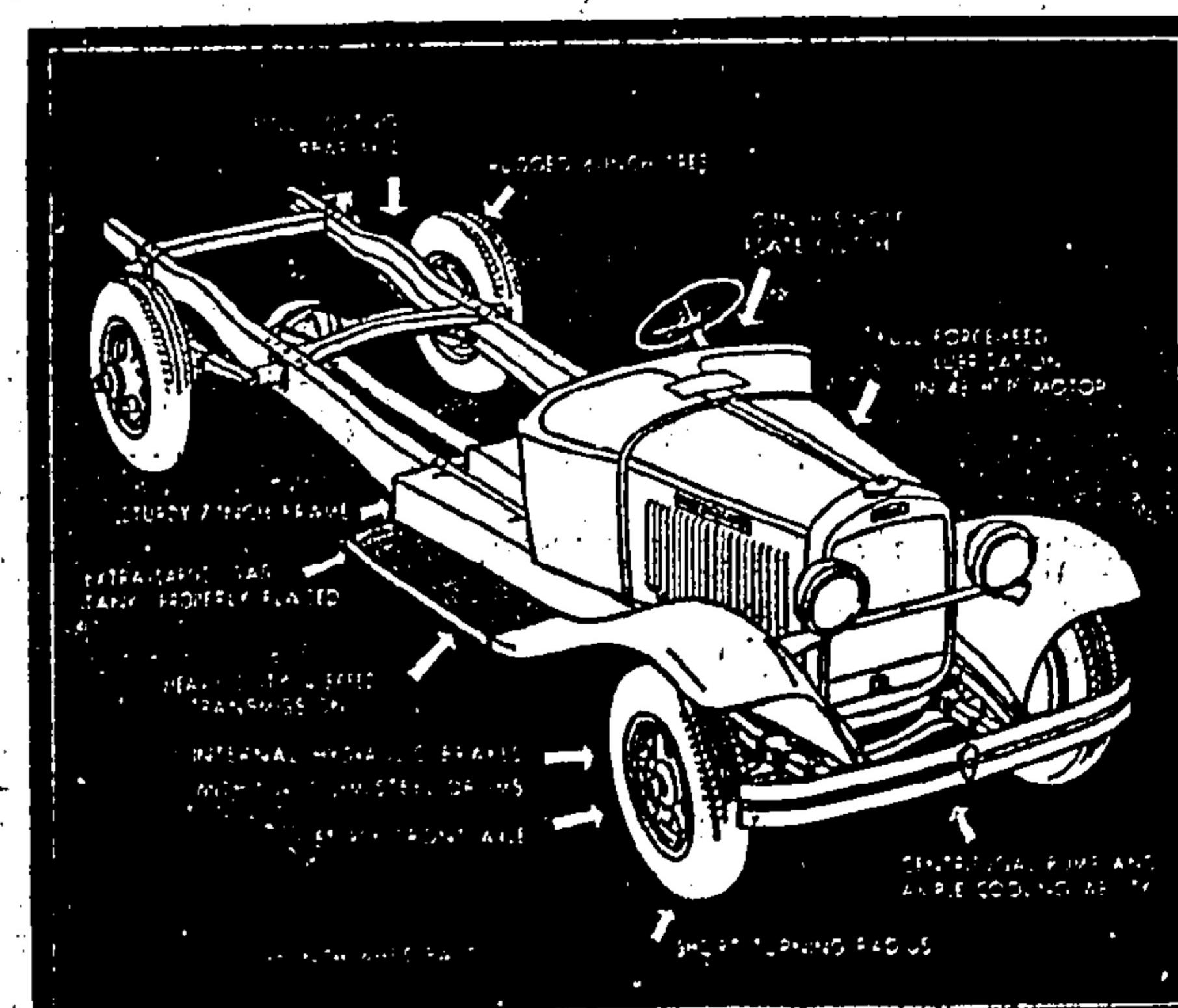
They wrote to the company about it, giving the chassis number, and received a reply to the effect that this ancient vehicle was the first of an important series which they would very much like to have in their possession for exhibition purposes. Therefore, would the present owners accept in exchange the latest model New Phantom?

It is a good story, but unhappily the Rolls-Royce Co. cannot vouch for its authenticity.

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1846

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### MAITRE D'HOTEL IS SHOCKED.

Oriental Dancers for Paris.

DINERS IN A HURRY.

The French usually are kind to animals, skinny cats and mongrel dogs being fondled with a persistence worthy of a far better cause. Very different, however, is the attitude of a wretch, an utter fiend when in drink, who, up till recently, exercised the functions of mayor and chemist in a village on the outskirts of Paris.

Now the repulsive fellow is languishing in a dungeon for having cruelly done to death an innocent little dog, belonging to an elderly spinster renowned for her charity and goodness in every direction. Not till four calendar months have passed will the ex-mayor (of course the odious brute has been dismissed from office) be set at liberty. All the village hopes that, upon being freed and resuming the control of the pharmacy which he directs, a change for the better will have taken place. These artless villagers are too sanguine...

Every indignant villager, except the brute's wife, a loyal and very long-suffering woman, considers that, in place of four months imprisonment, a sentence of four years, on Devil's Island, would have been a more fitting punishment. Yet, had the revolting, inhuman, brutalized practitioner of blood-lust and frightful cruelty left for a distant shore, he doubtless would have maltreated the cats in which this sultry isle abounds. Justice, if too lenient, might have done worse; the grimalkins at least are spared. Improper Haste.

Many Paris restaurant cooks lament the speed at which certain diners rush through a carefully-prepared dinner, in order that a "dancing" may be reached at the earliest moment. The excellent old saying, "after dinner sit awhile," does not appeal to the younger generation, or, for that matter, to many persons who are old enough to know better, and to whom digestion should be a most important matter. All hurry over dishes which require savouring leisurely; soup is cut out because it "wastes time;" bread is lavishly munched between courses, thus blunting the appetite and rendering the consumer unappreciative of serious things. Brandy, which ought to be reverently sipped, its "bouquet" first being inhaled, is gulped down, even if the nectar has been gently poured from a cobbly bottle marked with the almost classic "N".

Indeed one vandal, when recently dining (with birds of the same feather) at an establishment favoured by good King Edward, in his joyous Prince of Wales days, complaining that he was "thirsty," actually dashed brandy at seven francs the little glass into a tumbler, filling it up with soda-water. No wonder that a grey-haired, shocked "maitre d'hotel" nearly fainted...

Dinner having been scurried through in the most unseemly manner imaginable or unimaginable, a cigar is not considered necessary by these hasty "convives." Ten minutes of cigarette smoke having satisfied them, off they rush, to some Montmartre "dancing," their hurried meal but half digested. Such barbarians deserve to contract dyspepsy in the most acute form.

The Theatre. Parisians, seeking a change of theatrical diet, sometimes favour "la danse." Some of the per-

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### DRUG TEST FOR MURDERER.

Confession After An Experiment.

REVELATION BY DOCTOR.

An astonishing revelation of the use of a drug by a prison doctor to extract the truth from a murderer and compel him to confess his guilt was made to a Daily Mail reporter recently by Dr. William A. Young, of Smith's Falls, Ontario, who is visiting Britain.

He was referring to a case that occurred before the recent reported discovery by scientists at the North-Western University, Chicago, of so-called "truth serum."

"At the time," said Dr. Young, "I was in charge of the county gaol as County Medical Officer. A man known as Jack Adams, an iron-foundry labourer, had a bedroom in his lodgings on the same floor as two children. One morning he was told that the children had been strangled in their room. He went in, looked at them, and went for the police.

"The jury at the inquest were unable to attribute the murder to anyone, and the police were baffled. Immediately after the murder, however, Adams changed his lodgings and the police became suspicious.

A Mental Case.

"Eventually the man was taken to the county gaol on suspicion. He never wavered from his assertion of innocence, but told me he knew that a man named Polenski had committed the crime.

"Something about him made me suspect he was a mental case and I decided to try an experiment. With another doctor I gave him an injection of one-two-hundredth of a grain of hyocine hydro-bromide, which had the result of making him drowsy. As the effects of the drug began to wear off I asked him his name and he replied immediately 'Polenski.'

"That in itself was almost enough to confirm my suspicions. Immediately we took his fingerprints, and these were circulated with his name and portrait. The result was that we found that he really was named Polenski and that he had escaped from the asylum at Fergus Falls, Minnesota, U.S.

"Polenski is to-day back in an asylum, for he was found to be an epileptic subject. Not only had he murdered the two children during a seizure—evidence was subsequently found to prove this—but it transpired that he had been put in the American asylum for murdering a woman during a previous seizure.

"There is nothing really remarkable in the drug used. It is similar to that used in twilight sleep.

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